Bark Harvest

1850 - 1853

Vol. 1 D7/2

2,50

SOLD BY

N A … E,

Wh… …anted
Sextan… …eters,
Oleome… …Boat,
Pocke… …inds,
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allel R…
Als… …Nav-
igator… …ster's
Guide… …man's
Friend… …ables;
Sheet… …man's
Journa… …kinds
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CH… …com-
plete … …d.
J. K… …rson-
ally to … …tants; Octants; Quadrants; Spy-Glasses; Compasses, &c., and will warrant his work and adjustments to give perfect satisfaction.

Purchasers of Instruments may depend upon their being accurately adjusted, and in perfect order in every respect.

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J. Swift & J. S. Allen

[Log of Bark Harvest
Vol. 1, 1850-53]

FEB 1883
NEW BEDFORD.

23502

FEB 1883
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Remarks On board Barque Harvest

23502

days out 1
Tuesday Oct 1 the 1850
The Last part of these 24 hours
light breezes from W to S S W at 7 A M
The Pilot Capt Wood got under way
Employd beatting out of the bay
All on board but the third maite

days Out 2
Wednesday Oct 2 the 1850
The first part of these 24 hours
fresh breezes from S W Employd
beating out of the bay at 6 P M
discharged our Pilot and took
our third mait on board at 7 set
the watch light boat bearing E distance 1½
miles Middle and Latter weather mite
[illegible] the Same All hands Employd fitting boats
Latt 40.39 N Long 70.48 W

days Out 3
Thursday the 3 1850
The first part of these 24 hours light
baffling winds a beatting to the Southward
All Hands Employd fitting boats Saw a
number of Sails Middle fresh gales from
W S W to N W at 7 P M reefed top Sails Steering
S Latter wind and weather the Same
Ship Steering S E Latt 39.15 N Long 69.39 W

Charles Williams
off duty sick

days Out 4
Friday Oct 4 the 1850
The first part of these 24 hours fresh
gales from N W Ship Steering S E Saw a brig
Standing to the Westward Middle and Latter
wind and weather the Same The watch Employd
at various work Latt Long

days Out 5
Saturday Oct 5 the 1850
The first part of these 24 hours light
breezes from N W Ship Steering S E by
compass The watch at Ships duty Sent men
to Mast head Middle and Latter
light breezes from N W to N E Steering
S E The watch Employd at Ships duty
Latt 36 49 N Long 65.31 W

Remarks On board Barque Harvest

days Out
6
Sunday Oct 6 the 1850
The first part of these 24 houers
light baffling winds Ship headding
from S E to S. The watch Employd
braking out Molasses and Towline
Middle at 10 P M wind S E wore Ship
to the E N E Latter fresh breezes
double reefed the top sails headding N E
Latt 36.49 N Lang 64.09 W

days Out
7
Monday Oct 7 the 1850
The first part of these 24 houers fresh
breezes from E S E Ship headding S under
double reefed top Sails at 5 P M the
Man at the mast head sung out for a
breach 5 miles to windward Middle
light winds from N maid all sail Steering
E S E Latter fresh gales from N W course
the Same took in light sails The watch
Employd Ships duty
Latt 36.32 N Lang 63.46 W

days Out
8
Tuesday Oct 8 the 1850
The first part of these 24 houers fresh
gales from N W Ship Steering E S E by compas
caring all prudent sail The watch Employd
at Ships duty Middle weather much
the same Latter light breezes from N
course the same under all sail The watch
Employd at Ships duty
Latt 35.42 N Lang 59.52 W

Bound to the North Pacific

days Out 9
Wednesday Oct 9 the 1850
The first part of these 24 houers light
breezes from NNE Ship steering E by
S The watch Employd at ships duty
Middle weather the same Latter a fresh
gale from NE Ship headding SE caring
all prudent Sail Broak out watter
Latt 35.15 N Long 58 48 W

days Out 10
Thursday Oct 10 the 1850
The first part of these 24 houers blowing
a fresh gale from NE Sheadding SE
under a close reefed main top sail
and fore sail at sunset handed
the fore sail Middle weather the same
Latter more moderate set the fore sail
at 11 AM set double reefed top sail
Ship headding E The watch Employd as
usuall
Latt 34.19 N Long 57.35 W

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days Out 11
Friday Oct 11 the 1850
The first part of these 24 houers fresh
gales and a heavey sea from NNE
Ship headding E under double reefed
top sails courses and jib The watch
Employd pricking up spunyarn Middle
light breezes and squalls of rain maid
all sail steering E Latter wind N
course the same Employd braking
out for provisions
Latt 34.17 N Long 55.07 W

Edward Burrows off duty
sick

Remarks On board Barque Harvest

days Out Saturday Oct 12 the 1850
/ 12
The first part of these 24 hours fresh
breezes from NW Ship steering E The
watch Employd braking out rise and
Codfish Middle and Latter wind
WNW course the same The watch Emp
loyd braking out the fore hold for bread

Latt 34.32 N Long 52.27 W

days Out Sunday Oct 13 the 1850
/ 13
The first part of these 24 hours fresh
breezes from WNW Ship steering E The
watch Employd setting up head riging
Middle and Latter light airs from W
course the same a Sail in sight
Latt 34.53 N Long

days Out Monday Oct 14 the 1850
/ 14
The first part of these 24 hours light
airs from W Ship Steering E Saw Grampuses
Spoke the Ship Dromo Capt Star of
New Landon 10 days out clean Middle
andy Latter light airs from SSE
The watch Employd setting up riging &c

Latt 34.51 N Long 49.12 W

Bound to the North Pacific a whaling

days Out
1 15

Tuesday Octr 15th 1850
The first part of these 24 hours light air from S.E. Course E. The watch [illegible] fitting rigging At 4 P.M. [illegible] the boats to practice the crew Middle weather the same Latter light breezes S.E. The watch Employed at Ships duty
Latt 35..15 N Long

days Out
1 16

Wednesday Oct 16th 1850
The first part of these 24 hours light breezes from S.E. Ship Steering E gamming with the Barque Saw a sail to windward [illegible] Middle fresh gales and [illegible] squalls of rain Steering E by S parted the [illegible] [illegible] the waist boat Latter fresh breezes from W. course the same. The watch Employed at Ships duty
Latt 35..57 N Long 45..58 W

days Out
1 17

Thursday Oct 17th 1850
The first part of these 24 hours fresh breezes from W. Ship Steering E by S The watch Employed at Ships duty Middle and Latter weather much the Same Ship Steering E by S Saw a Barque Standing to the Northward The Carpenter repairing waist boat Williams and Brown turned to duty

Latt 36..31 N Long 43..24 W

Remarks On board [illegible] [illegible]

days Out
1 18

Friday Oct 18th 1850
The first part of these 24 hours light [illegible] [illegible] from [illegible] [illegible] [illegible] the watch [illegible] setting rigging [illegible] [illegible] [illegible] [illegible] [illegible] Middle and Latter part [illegible] from W Course the same the watch [illegible] setting rigging the carpenter repairing [illegible] [illegible]
— Latt 35.39 N — Long [illegible]

days Out
1 19

Saturday Oct 19th 1850
The first part of these 24 hours fresh [illegible] from NW [illegible] [illegible] the watch employed setting up rigging carpenter finished [illegible] [illegible] [illegible] Middle squally Latter wind from NW to Westward [illegible] the same
The watch employed as usual The carpenter enlarging the [illegible] [illegible]
— Latt 36.34 N — Long [illegible]

days Out
1 20

Sunday Oct 20th 1850
The first part of these 24 hours fresh breezes from WSW [illegible] [illegible] [illegible] the watch [illegible] [illegible] [illegible] the carpenter [illegible] [illegible] Middle [illegible] Latter [illegible] [illegible] [illegible]
Took in light sails

— Latt [illegible] — Long [illegible]

Bound to the North Pacific

days Out 21
Monday Octr 21st the 1850
The first part of these 24 hours fresh
breezes from S Ship steering E by S after
at 2 PM Middle winds hauled to S E Ship
heading N N E Latter a fresh gale double
reefed the top sails handed the main
sail and jib
Latt [illegible] by dead Long 33 14 W by dead

days Out 22
Tuesday Octr 22 the 1850
The first part of these 24 hours a fresh
gale from S E with laying too under a
close reefed main top sail and fore sail
heading E N E Middle weather the same
[illegible] part wore in the middle watch standing
to the Northward Latter moderate set
double reefed top sails jib and courses
Latt 39 44 by obs Long 32 25 W by obsr

days Out 23
Wednesday Octr 23 the 1850
The first part of these 24 hours fresh gales
from S E ship heading E N E carrying all
prudent sail Same [illegible] to windward standi
ng to the westward Middle weather the
Same at 12 wore ship to the S E [illegible]
Latter moderate turned the reefs out
Ship heading the same the watch emp
loyed making Sennet Canacker Jim off duty
sick
Latt 39 48 N Long 32 24 W

1850
Remarks On board [illegible] [illegible]

days Out 24

Thursday Oct 24th 1850
The first part of these 24 hours light breezes
from E.S.E ship heading S.W. the watch
doing ships duty Middle the weather near
ly the same heading [illegible] the night
Latter the same the watch employed
making [illegible] after hatch [illegible]
paint [illegible] &c
Latt 39.07 N   Long [illegible]

days Out 25

Friday Oct 25th 1850
The first part of these 24 hours light
[illegible] ship heading to the [illegible]
the watch employed in the [illegible]
[illegible] P.M. [illegible] the [illegible] the
[illegible] Middle calm the most part of the night
Latter light breeze from N.E. ship heading
[illegible] Saw the Island of Flores bearing [illegible]
the watch employed as usual a Sail in Sight
[illegible] The Carpenter off
duty with [illegible]
Latt [illegible]   Long 32.19 W

days Out 26

Saturday Oct 26th 1850
The first part of these 24 hours light breezes
from N.E. ship steering [illegible] the ship
[illegible] whaling till 3 P.M. Saw a school
of [illegible] to windward [illegible]
for them could not get near them Saw the
ship [illegible] down to take a [illegible]
[illegible] The Carpenter off duty with [illegible]
[illegible] Middle fresh breezes and squally wind
from N.N.E to N.E ship on the wind to the
Eastward Latter wind [illegible] ship heading N.N.W
for the [illegible] side of Flores at 12 A.M. the land
[illegible] Latt 39.26 N

[illegible]

Bound to the North Pacific

Days out 27
Sunday Oct 27th 1850
The first part of these 24 hours fresh breezes
from E At 12 P.M. The Captain 2d officer
and boats crew went on shore with the
intention of getting Potatoes at sunset the
ship was 12 miles of the landing saw no
boat come off shore with the main yard
aback at 4 [illegible] to windward laying off and
on Middle laying aback till 8 P.M. saw nothing
of the boat [illegible] larboard standing off and on
Latter standing in for the land with the wind
[illegible] At 9 A.M. saw the boat at 10 took her a
long side The Captain started to come aboard at
sunset could not [illegible] take the ship put back
and landed about 2 A.M. brought off a man
to be shiped by the name of
Latt 39.10 N Long 30.46 W by Obs

Days out 28
Monday Oct 28th 1850
The first part of these 24 hours light breeze
from [illegible] with [illegible] At 4 P.M. [illegible]
[illegible] off and on At 5 P.M. wore ship to
the N.W. Middle laying off and on Latter
wind the same standing in for the town of
[illegible] at 10 A.M. Captain and boats crew
went on shore

Days out 29
Tuesday Oct 29th 1850
The first part of these 24 hours light
breezes from [illegible] ship laying off and on
At [illegible] the Captain came on board with
one man [illegible] shiped Middle and
Latter [illegible] weather at 8 A.M. the Captain
went on shore to trade at 10 a launch load
of potatoes and punkins The Barque [illegible]
laying off and on and the ship [illegible] of
[illegible] haven [illegible] sperm Each

Remarks On board [illegible] [illegible]

days Out 30

Wednesday Oct 30th 1850
The first part of these 24 hours light breezes [illegible] [illegible] up and [illegible] at 4 PM In the [illegible] came on board [illegible] [illegible] Ship heading ESE The Carpenter [illegible] shutting the decks Middle the wind much the same Latter fresh breeze Ship heading ESE The watch employed [illegible] [illegible] [illegible] shutting decks
Latt 34.39 N by Obs Long 24.12 W by Chr

[illegible] off [illegible]

days Out 31

Thursday Oct 31st 1850
The first part of these 24 hours [illegible] breezes from [illegible] Ship heading [illegible] by compass The watch employed [illegible] The carpenter sheathing decks A man by the name of [illegible] off duty sick Middle weather much the same [illegible] to [illegible] Latter strong winds from SW [illegible] In double reefed the top sails The Island of Graciosa in sight on our weather beam The watch employed as usual
Latt 39.38 N by dead Long 27.30 W by Chr

days Out 32

Friday Nov 1st 1850
The first part of these 24 hours fresh gales from SW Ship heading SE under close reefed the top sails and jib a man [illegible] on deck [illegible] [illegible] [illegible] on deck [illegible] returned to duty Middle and Latter weather much the same Carpenter putting [illegible] on the [illegible]
Latt 39.11 N Long 25.36 W by Chr

Bound to the North Paccific

Days Out 33 Saturday Nov 2 the 1850

The first part of these 24 hours fresh gales from S.W. ship heading S.E. carrying all prudent sail Middle moderate turned the reefs out Latter light squalls of rain the watch employed as usual

Latt 39 52 N Long 24.16 W by chro

Days Out 34 Sunday Nov 3 the 1850

The first part of these 24 hours light breezes from S.W. Tacked ship heading W.N.W. the watch employed at ships duty Middle weather the same at 9 P.M. wore ship to the S.E. by E Latter the same weather wind & heading E.S.E.

Latt 38 58 N Latt 22 54 W by Chro

Days Out 35 Monday Nov 4 th 1850

The first part of these 24 hours light breeze from S. Ship heading E.S.E. saw a [illegible] Middle wind the same wore ship at 9 P.M. to the W. Latter ship heading W.S.W. the watch employed setting up rigging [illegible] off duty with the [illegible] in the [illegible]

Latt 38 24 N Long 23.16 W by Chro

Remarks On board Barque Herbert

Days Out 36

Tuesday Feb 5th 1850

The first part of these 24 hours light breezes from N by E & by [illegible] Ship heading W by S the watch employed at ship's duty Jones off duty with the ague in the face Middle & latter watch the same wore ship at 12 and at 3 A.M. Latter light squally weather Ship heading from S.S.W. to W. watch employed knotting out matter &c

Latt 37.19 S Long 23.30 W by Obs

Days Out 1 37

Wednesday Feb 6th 1850

The first part of these 24 hours light breezes and squalls of rain from S.E. S & Ship heading from S.S.W. to W. Jones off duty with the ague in the face Middle and latter weather watch the same at ~~[illegible]~~ daylight saw the [illegible] of a barque to wind [illegible] The watch employed as usual Jones remains the same

Latt 35.43 S Long 24.30 W by Obs

Days Out 1 38

Thursday Feb 7th 1850

The first part of these 24 hours light breezes from S Ship heading W.S.W. by compass The watch employed at ship's duty Middle squally Latter fresh breezes ship heading the same The watch employed at heaving [illegible] about, the rigging [illegible] Jim off duty sick

Latt 35.55 S Long 25.31 W by Obs

Bound to the North Pacific

Days Out
139

Friday Nov 8the 1850
The first part of these 24 hours light breezes from S ship heading W N W
The watch employed at ships duty
Middle weather the same Latter fresh breezes double reefed the fore top sail
The watch employed as usual saw a sail, standing North
Latt 34.40 N Long 20.45 W by Chr

Days Out
140

Saturday Nov 9th 1850
The first part of these 24 hours fresh breezes from S ship heading W S W The watch employed fitting rigging Middle at 9 P.M. blowing a gale called all hands to shorten sail laying too under a close reefed main top sail Latter moderate wind S E ship heading S E by S under double reefed top sails courses and Jib
Latt 34.25 N Long 20.24 W

Days Out
141

Sunday Nov 10the 1850
The first part of these 24 hours fresh breezes from S E by compass ship heading S S E carrying all prudent sail
Middle and Latter light breezes from S W to W ship heading from S S E to S W all sail set [illegible] sail
Latt 33.20 N Long

Remarks On board Barque [illegible]

Days Out
42

Monday April 11th 1858
The first part of these 24 hours light breeze from W & NW [illegible] heading to [illegible] as [illegible] 2 sails in sight Middle the wind WNW ship steering SW [illegible] Latter light baffling airs bent and set the Fore top gallant Studding sail The watch employed taking out water bread flour and [illegible]
Latt 32.23 N Long 25.20 W by Obs

Days Out
43

Tuesday April 12th 1858
The first part of these 24 hours light airs from WNW ship heading to the [illegible] getting [illegible] and [illegible] the Main yard and [illegible] Middle and Latter [illegible] The watch employed repairing [illegible] Mr Hamlin off duty Sick
Latt 32.13 N Long 25.03 W by Obs

Days Out
44

Wednesday April 13th 1858
The first part of these 24 hours calm the watch employed bending [illegible] and [illegible] main top gallant sail and bending the same Mr Hamlin remains about the same not dangerous Middle light baffling airs Mr Hamlin got worse and turned to Latter weather the same The watch employed fitting rigging
Latt 32.15 N Long 25.11 W by Obs

"Bound to the North Pacific

days Out 45 Thursday Nob 14 the 1850
The first part of these 24 hours light baffling airs The watch employed fitting rigging Middle and Latter weather the same Ship heading from [illegible] to S [illegible] The watch employed fitting rigging
Latt 31.45 S Long 25.03 W by Obs

days Out 46 Friday Nob 15 the 1850
The first part of these 24 hours light airs and squalls of rain Ship heading from [illegible] to N [illegible] by compass The watch employed fitting rigging Middle and Latter light breezes [illegible] Ship steering N W [illegible] out water
Latt 30 50 S Long 25 15 W by Obs

days Out 47 Saturday Nob 16 the 1850
The first part of these 24 hours light [illegible] from S E [illegible] steering N W by compass The watch employed making spunyarn Middle and Latter fresh breezes from S E steering N W by compass The watch employed as usual
Latt 28 24 S Long 25 26 W by Obs

days Out 48 Sunday Nob 17 the 1850
The first part of these 24 hours fresh breezes from S E Ship steering N W by compass set fore top mast studding sail The watch employed fitting rigging Middle and Latter weather the same set [illegible] studding sail Latt 25 23 S Long 26 29 W by C

days Out 49 Monday Nob 18 the 1850
The first part of these 24 hours light breezes from [illegible] Ship steering [illegible] by compass [illegible] Middle and Latter part and weather much the same Ship steering N by W [illegible] by compass The watch employed [illegible] fitting rigging
Latt 24 25 S Long 25 47 W by Obs

Remarks On Board Ship Clement

Days Out
1 50

Tuesday Nov 19 th 1850
The first part of these 24 hours light breezes from [illegible] Steering [illegible] the watch [illegible] turning in the fore rigging Middle and Latter [illegible] [illegible] [illegible] the watch employed [illegible]
Latt [illegible] Longt [illegible]

Days Out
1 51

Wednesday Nov 20 the 1850
The first part of these 24 hours [illegible] [illegible] turning the starboard side of the main rigging Middle and Latter [illegible] wind and weather [illegible] the watch employed [illegible]
Latt 19.16 N Longt [illegible]

Days Out
1 52

Thursday Nov 21 the 1850
The first part of these 24 hours [illegible] the watch employed fitting rigging [illegible] Middle and Latter [illegible] the end of the [illegible]
Latt [illegible] Longt [illegible]

Bound to the North Pacific

ays Out
1 53

Friday Nov 22 the 1850
The first part of these 24 hours fresh winds from E ship steering S W under all sail. Middle about the same. Latter strong wind from E N E at sunrise saw the Islands of Brava and Fogo standing down between the two at 12 A M the town of Fogo bearing E by S saw a boat coming from the shore braced the main topsail aback ran the canoe on board with a quarter of Beef bought it with old flour — so ends

ays Out
54

Saturday Nov 23 the 1850
The first part of these 24 hours light baffling airs trying to get to the Southward at 1 then set a light breeze from N N E ship steering S S W the ship in said channel between Fogo and Brabo. Middle calm the most part of the night at daylight the Island about 5 miles off. Latter light baffling airs trying to get to the Southward. The watch employed turning in the main rigging
— Latt 14.47 N — Long 24.06 W by Obsr

ays Out
1 55

Sunday Nov 24 the 1850
The first part of these 24 hours nearly calm till 3½ P M a fresh breeze from E ship steering S S E by compass. The watch employed turning in and setting up main rigging. Middle wind hauled to E N E trimmed all sail. Latter wind and weather the same
— Latt 13.54 N — Long 22.53 W by Obsr

[illegible] By [illegible] [illegible] [illegible]

days Out 5[illegible]

Monday Nov 25 The 1850
The first part of these 24 hours fresh
[illegible]
[illegible] Middle weather the same
Latter light [illegible]
[illegible] Latt [illegible] Long [illegible]

days Out 57

Tuesday Nov 26 The 1850
The first part of these 24 hours [illegible]
[illegible]
[illegible] Middle
and Latter part [illegible] the same [illegible]
[illegible]
Latt [illegible] Long [illegible]

days Out 5[illegible]

Wednesday Nov 27 The 1850
The first part of these 24 hours [illegible]
airs from N E Ship Steering S by E by comp
[illegible] filling rising Middle
[illegible] Latter [illegible]
[illegible]ing the yards [illegible]
[illegible] Blackfish [illegible]
[illegible] Latt [illegible] Long [illegible]

days Out 57

Thursday Nov 28 The 1850
The first part of these 24 hours [illegible]
[illegible]
[illegible]
[illegible]
cleaning [illegible] Middle and Latter
weather the same [illegible]
[illegible] and [illegible]
Latt [illegible] Long 20 25 [illegible]

Bound to the North Pacific [illegible] 1850

Friday Nov 29th 1850
The first part of these 24 hours light winds [illegible] ship steering [illegible] The crew employed fitting rigging and [illegible] Blackfish turned up 2 barrels [illegible] Middle and Latter weather the same The crew employed fitting rigging and [illegible]
Lat 5.38 [illegible] Long [illegible]

Saturday Nov 30th 1850
The first part of these 24 hours light [illegible] ship [illegible] The crew employd fitting rigging Middle light squalls Latter at 10 [illegible]
Lat [illegible] Long [illegible]

Sunday Dec 1st 1850
The first part of these 24 hours light winds and [illegible] ship heading [illegible] Middle [illegible] after 11 [illegible] Latter [illegible] Lat [illegible] Long [illegible]

Monday Dec 2nd 1850
The first part of these 24 hours [illegible] wind [illegible] Middle [illegible] at 4 P.M. saw a difference in the water caused [illegible]
Lat [illegible] Long 18[illegible]

Remarks on board of [illegible]

[illegible] Cut Tuesday Dec 3 the 1850
1 ? The first part of these 24 hours light airs
[illegible]
[illegible] Middle and Latter calm
[illegible] employed fitting rigging
Latt 5 [illegible] Long 175 [illegible]

[illegible] Cut Wednesday Dec 4 the 1850
65 The first part of these 24 hours calm
The watch employed fitting rigging Middle
light squalls of rain Latter do light rain
and [illegible] wind [illegible] the watch
employed breaking out bread flour
and butter Latt 5 [illegible] Long 175 [illegible]

[illegible] Cut Thursday Dec 5th 1850
1 ? The first part of these 24 hours [illegible]
[illegible] a light breeze from the [illegible]
[illegible]
and the trunk the watch [illegible]
[illegible] Middle calm Latter light [illegible]
[illegible] The watch [illegible]
[illegible]
Latt 4 [illegible] Long 17[illegible]

[illegible] Cut Friday Dec 6th 1850
1 ? The first part of these 24 hours [illegible] the
watch fitting rigging and [illegible] the head [illegible]
Middle light [illegible]
and [illegible] Latter [illegible] the watch
employed in fitting the [illegible] and
the carpenter [illegible] the [illegible]
Latt 4 [illegible] Long [illegible]

Bound on a whaling voyage

days Out 69 Saturday Dec 7th 1850
The first part of these 24 hours light airs from W.S.W. ship steering S. the watch finished the fore stay and set up the same Middle weather watch the same a great deal of lightning Latter light baffling airs ship heading to the S.E. a light rain and a plenty of thunder and lightning Latt Long No obs

days Out 70 Sunday Dec 8th 1850
The first part of these 24 hours light breezes after 2 P M from E.N.E. & S. ship heading S.E. by E. Middle watch the same Latter part breezes to S.E. to S.E. more ship to the S.W. saw a sail standing to the E. Latt 3 05 N Long 15 35 by obs 15 39 by dist

days Out 71 Monday Dec 9th 1850
The first part of these 24 hours light breezes from S ship heading S.S.E. at 4 P M tacked ship to the W.S.W. Middle and Latter weather much the same broke out fresh water molasses and coffee. Latt 2 55 N Long 15 45 W

days Out 72 Tuesday Dec 10th 1850
The first part of these 24 hours light airs from S.S.W. ship heading W. tacked ship at 5 P M heading S.E. by E. [illegible] [illegible] filling [illegible] [illegible] Painted the Starboard boat Middle ditto Latter light baffling airs and a light rain
Latt No obs

Remarks on board Barque Harriet

days Out
72

Wednesday Dec 11th 1850
The first part of these 24 hours light baffling airs [illegible] employed fitting whaling craft
Middle and Latter weather the same
employed painting the Larboard boat same
2 Sails Latt 25.31 Long 15.32 W by obs

days Out
73

Thursday Dec 12th 1850
The first part of these 24 hours light baffling airs Ship heading to the S E employed painting and fitting rigging Middle part much the same Latter light breezes from S W Ship heading S E in company of 2 Sails in sight etc
Latt 24.50 Long 15.41 W by obs

days Out
74

Friday Dec 13th 1850
The first part of these 24 hours light breezes from S W [illegible] ship to the [illegible] a small shower of rain at 5 P M the wind hauled to S E [illegible] tacked ship to the S W Middle [illegible] Latter [illegible] squall of rain ship heading from [illegible] [illegible] a ship and a sail [illegible] to windward etc
Latt 25.21 Long 16.09

days Out
75

Saturday Dec 14th 1850
The first part of these 24 hours the wind shifted in a squall to the S E ship steering [illegible] but fine [illegible] most Studding sails the breeze continued [illegible] to the Southward with a fine rain between 3 and 4 P M the wind hauled to the S E with a heavy rain [illegible] all sail split the fly jib Middle small breezes to the S E Ship heading S E Latter light breezes from S E Ship heading S W bent the fly jib
Latt 25.02 Long 15.[illegible] W by obs

Bound on a Whaling Voyage 1850

days Out
1 75
Sunday Dec 15th 1850
The first part of these 24 hours light breezes from S.S.E. Ship heading S.W. by compass The watch employed [illegible] and after [illegible] Middle and Latter weather much the same
— Latt 0.34 N Long 17.05 W by obs —

days Out
1 77
Monday Dec 16th 1850
The first part of these 24 hours light breezes from S.by E. Ship heading S.W. by W by compass Middle and Latter wind and weather the same Employed rattling the main and mizzen rigging and painting the blue boat. Latt 0.33 N Long 18.47 W by obs —

days Out
1 78
Tuesday Dec 17th 1850
The first part of these 24 hours light breezes from S.by E. Ship heading S.W. by W by compass the watch employed rattling the main and mizzen rigging and painting a [illegible] Middle and Latter weather the same The watch employed rattling the fore rigging
— Latt 1.44 S Long 19.54 W by obs —

days Out
1 79
Wednesday Dec 18th 1850
The first part of these 24 hours light breezes from S.by E. Ship heading S.W. by W. by compass The watch employed rattling fore rigging and tarring down Middle and Latter weather the same employed the same Latt 3.14 S Long 21.00 W by obs —

days Out
1 80
Thursday Dec 19th 1850
The first part of these 24 hours fresh breezes from S.E. Ship heading S.W. by compass The watch employed rattling and tarring rigging a [illegible] with the blacksmith off duty sick by eating fresh fish Middle and Latter wind and weather the same The watch employed [illegible] the first part The men that was sick is all out to duty

Latt 4.52 S Long 22.11 W by obs —

Remarks On board [illegible] [illegible]

Days Out [illegible] Friday Dec 20th 1850
The first part of [illegible] [illegible] [illegible] [illegible] the ship heading [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Middle part [illegible] [illegible] [illegible] [illegible] the same [illegible] [illegible] [illegible] [illegible]
Latt 23 [illegible] Long 25 [illegible]

Days Out 82 Saturday Dec 21st 1850
The first part of [illegible] [illegible] [illegible] [illegible] the ship heading [illegible] [illegible] [illegible] employd [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 22 [illegible] Long 25 [illegible]

Days Out 83 Sunday Dec 22 1850
The first part of [illegible] [illegible] [illegible] [illegible] [illegible] the ship heading [illegible] [illegible] [illegible] canvas The watch employd at ships duty Middle and Latter part the same
Latt 16 [illegible] Long 25 [illegible]

Days Out 84 Monday Dec 23 1850
The first part of [illegible] [illegible] [illegible] [illegible] [illegible] the ship heading [illegible] [illegible] [illegible] Middle and Latter part the same The watch [illegible] at ships duty
Latt 12 34 S Long [illegible]

Bound [illegible] a whaling [illegible]

[illegible] 25 Tuesday Dec 24th 1850
The first part of these 24 hours [illegible] breeze from S E [illegible] heading S W [illegible] the latter [illegible] Middle and Latter [illegible] wind inclined to the [illegible] [illegible] the watch employed boarding out [illegible] and hand pointing the [illegible] sheets
Latt 14.33 [illegible] Long 10.32 [illegible]

[illegible] 25 Wednesday Dec 25th 1850
[illegible] part of these 24 hours light breeze [illegible] Ship steering S W by S The w[illegible] [illegible] Middle wind [illegible] Latter wind [illegible] [illegible]
Latt [illegible] Long [illegible]

[illegible] Thursday Dec 26th 1850
[illegible] of these 24 hours light breeze [illegible] steering S W by S by compass The [illegible] Middle and Latter wind [illegible]
Latt [illegible] Long [illegible]

[illegible] Friday Dec 27th 1850
[illegible] bending Main Spencer [illegible] and Latter [illegible] the Same [illegible] the Main Sail
Latt [illegible] Long 18.25 [illegible]

[illegible] on board [illegible]

[illegible] [illegible]
1 54

Saturday Dec 28th 1850
[illegible] part of [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle [illegible] [illegible] the same [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 21 15 S Long [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible]
1 40

Sunday Dec 29th 1850
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] on [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Another [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle and Latter [illegible] and weather the same [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 21 22 S Long 30 05 W by Obs

[illegible] [illegible]
1 41

Monday Dec 30th 1850
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle and [illegible] [illegible] [illegible] the same [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 22 [illegible] Long 31 5[illegible] [illegible] [illegible]

Bound on a whaling voyge 1850

[illegible] [illegible]
[illegible] [illegible]

Tuesday [illegible] 1850
The first part of these 24 hours light
[illegible] [illegible] employed
[illegible] to the Northward
The watch [illegible] found looking out for [illegible]
[illegible] [illegible]
[illegible] turned out two
one hour turned in Sick again
Midle and latter part [illegible]
[illegible] looking out
[illegible] Mr Hamlin [illegible]
[illegible] — Latt 33 [illegible] Long

[illegible] [illegible]
1 [illegible]

Wednesday Jan 1st 1851
The first part of these 24 hours [illegible]
[illegible] the watch
[illegible] did not find
it [illegible]
[illegible]
[illegible]
[illegible] [illegible] [illegible]
[illegible]

Latt 24.09 S Long 32 20 W by [illegible]

[illegible] [illegible]
1 [illegible]

Thursday Jan 2nd 1851
The first part of these 24 hours light breezes
[illegible]
[illegible] and
[illegible] to the
[illegible]
[illegible] the [illegible]
the looking out [illegible] find
the [illegible]
to the [illegible]

Latt 25 05 S Long

Remarks One board Barque Harvest

Days Out
1 95

Friday Jan 3 the 1851
The first part of these 24 hours fresh breezes from N E ship steering S W by compass the watch employed bending all the fore sails to find better did not find it. Middle and Latter wind hauled to E ship's course the same The watch employed repairing the fore sail
Latt 37.13 S Long 35.43 W by chr

Days Out
1 96

Saturday Jan 4 the 1851
The first part of these 24 hours light breezes from E N E ship steering S W by W by compas The watch employed bending the fore sail and other jobs Middle wind haulled to N N E Latter wind S E The watch employed repairing the fore Top sail Saw a sail standing to the eastward
Latt 28.13 S Long 37.09 W by chr

Days Out
1 97

Sunday Jan 5 the 1851
The first part of these 24 hours light breezes from N W ship steering S W by S by compass The watch finished the fore topsail and bent the same Saw a sail standing to the northward Middle wind hauled to S S E with a heavy S W swell Latter wind and weather the same
Latt 29.11 S Long 38.13 W by chr

Bound on a Whaling Voyage 1851

days out
1 45

Monday Jan 6th 1851
The first part of these 24 hours light breezes from SE the Ship Steering SW the watch employed a heavy swell a running from SW Middle weather the same Latter wind baffling set studding sails The watch employed setting up head stays &c

Latt 29.54 S Long 39.44 W by Chr

days out
1 47

Tuesday Jan 7th 1851
The first part of these 24 hours light breezes from E Ship Steering SW by W [illegible] The watch Employd repairing the Jib and bent the same Middle wind Veered to NE Latter wind N a fresh breeze The watch Employd at Ships duty

Latt 31.13 S Long 41.42 W by Chr

days Out
1 100

Wednesday Jan 8th 1851
The first part of these 24 hours fresh breezes from N Ship Steering SW by W by compass The watch employed cleaning [illegible] off of the Spars and bent a new fore Top mast Staysail Middle wind hauled to WSW Ship heading S by E Latter a fresh gale from SW Ship heading SSE took in light sails

Latt 33.03 S Long 43.29 W by Chr

Remarks on board Barque Horatio

days out Thursday Jan 9 the 1851
101 The first part of these 24 hours fresh
gales from S.W. ship heading S.E. under
double reefed top sails courses and jib
Middle light baffling airs ship heading
from S.E. to W. Latter light breezes
from W.N.W. ship steering S.E. by E.
The watch employed at various jobs
Latt 33.18 S Long 43.34 W by Ch hr

days out Friday Jan 10th 1851
102 The first part of these 24 hours light
breeze from S.W. ship steering S.E. by E. by
compass The watch employed in rigging
Middle weather much the same Latter
wind hauled to Sward ship heading
W.S.W. took in light sails
Latt 34.01 S Long 44.41 W by Chr

days out Saturday Jan 11 the 1851
103 The first part of these 24 hours fresh
gales from S. ship heading W.S.W. by compass
under Top sails courses and jib Saw
a sail standing to the Northward
Middle light breezes Latter light airs
S.S.W. ship steering E.S.E. by compass The
watch employed breaking out main hatchway
and found a cask of butter Set up the
fore T.G. back stays lowered and
caught a turtle So ends

Latt 34.18 S Long 45.40 W by Chr

Bound on a Whaling Voyage 1851

days out
104

Sunday Jan 12 th 1851
The first part of these 24 hours light airs from the Eastward Ship steering W by compass the watch employed at various jobs
Middle and Latter light breezes from E
Ships course the same
Lat 35.15 N Long 45.03 W by [illegible]

days out
105

Monday Jan 13 the 1851
The first part of these 24 hours light breezes from N.N.E Ship steering W by N by compass Middle fresh breezes from N.E took in studding sails and fore top gallant sail steering W Latter a fresh gale from N.E with rain and thunder at 10 A.M. close reefed the top sails steering S.W by W at 11 the wind became light and stoped raining No obs

days out
106

Tuesday Jan 14 the 1851
The first part of these 24 hours commenced with light airs from N.E Ship steering W by S by compass set a [illegible] main top sail and main top g. sail broak out a cask of Bread at 5 P.M the wind came out suddingley from S.E blowing fresh took in sail to a close reefed main top sail and fore sail maid all snug for a gale The barometer standing at 29 Middle weather much the same Latter moderated at 10 A.M. under all sail broak out watter saw a number of sun fish
Lat 37.32 N Long 41.26 W [illegible]

Remarks on board Brig Hercules 1851

Days Out
1 107

Wednesday Jan 15th 1851

The first part of these 24 hours light [illegible] from S.E. [illegible] heading S.W. by [illegible] caught five porpoises saw a great many sun fish Middle [illegible] Latter light [illegible] [illegible] trying out [illegible]
Lat 37 36 Long 52 55 W by obser

Days Out
1 108

Thursday Jan 16th 1851
The first part of these 24 hours [illegible] [illegible] the [illegible] [illegible] Middle [illegible] from N.W. [illegible] [illegible] Latter light breezes from N [illegible] The watch [illegible] at [illegible]
Latt 38 28 S Long 52 40 W by obsn

Days Out
1 109

Friday Jan 17th 1851
The first part of these 24 hours light breezes from [illegible] as the watch [illegible] at [illegible] Brig standing to the N.E. Middle [illegible] Latter fresh [illegible] from [illegible] under double reefed top sails and courses
Latt 39 27 S Long 52 47 W by obs

Bound on a Whaling Voyge 1851

days out
110

Saturday Jan 18th 1851
The first part of these 24 hours fresh gales from S.E. Ship heading S.W. by compass under double reefed top sails and courses at 4 P.M. wore ship and sounded got no bottom with a 100 fathoms
at sunset wore ship to the S.W. Middle the wind hauled to [illegible] moderate [illegible] Latter light breezes from [illegible] wore ship to the [illegible] the watch employed at ships duty Latt 40.51 S Long 53.04 W by [illegible] hr

days out
111

Sunday Jan 19 the 1851
The first part of these 24 hours light breezes from W.N.W. the Ship heading S.W. by compas the ~~ship~~ watch employed at ships duties saw a sail standing to the southward Middle and Latter baffling winds ship heading from S.E. to W. in S.W. the moste of the time Latt 41.31 S Long 55.03 W by [illegible] hr

days out
112

Monday Jan 20 the 1851
The first part of these 24 hours light breezes from the East Ship steering S.W. by compass saw a Finback Middle wind N. Latter fresh breezes from N.W. Ship steering S.W. all sail set brought out water
Latt 43.01 S Long 57.25 W by [illegible] hr

Remarks on board [illegible] [illegible]

days out 113

Tuesday June 21 the 1857

The first part of these 24 hours fresh breezes [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] brought [illegible] Middle [illegible] baffling winds Latter light breezes from [illegible] [illegible] course the same [illegible] the first [illegible] the watch employed at ships duty

Latt 44.29 S Long 59.03 W by chr

days out 114

Wednesday June 22 the 1857

The first part of these 24 hours light breezes from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] stove in the starboard boat but [illegible] the Bow boat on the starboard cranes Middle light baffling wind with [illegible] heading from [illegible] to [illegible] wore ship at 3 P M [illegible] to the [illegible] Latter light breezes from S S W to [illegible] [illegible] heading from [illegible] to [illegible] a thick fogg [illegible] the [illegible]

Latt [illegible] Long [illegible]

days out 115

Thursday June 23 the 1857

The first part of these 24 hours light breezes from [illegible] with [illegible] heading [illegible] at 5 P M saw a finback [illegible] lowered [illegible] for it till sundown saw nothing of it Middle light baffling winds Latter [illegible] [illegible]

Latt 45.00 S Long 59.14 W by chr

Sounded and got 65 fathoms bottom

Bound on a Whaling Voyage 1851

days out
1 116

Friday Jan 24 the 1851
The first part of these 24 hours calm till after 4 P M then a light air from N W set studding sails bent down the fore topgallant ~~[illegible]~~ yard and main [illegible] yard Middle and Latter fresh breezes from NW the ship steering S all sail set at 7 PM [illegible] sick and some [illegible] Joseph Conacher Adams
Latt 46.45 S Long 57.48 W by observation 63.12 by lunar

days out
1 117

Saturday Jan 25 the 1851
The first part of these 24 hours fresh breezes from NW the ship steering S by W by compass all sail set at 5 sounded 55 fathoms Middle and Latter [illegible] the same steering S by W [illegible] at 11 A M took in studding sails wind hauled to the [illegible] Adams Joseph Conacher ~~on~~ returned too duty
Latt 49.30 S Long 63.31 W by obsr

days out
1 118

Sunday Jan 26 the 1851
The first part of these 24 hours light breezes from [illegible] the ship [illegible] in the [illegible] and at the waist [illegible] the [illegible] at 5 [illegible] 80 fathoms Middle and Latter light [illegible] [illegible] the [illegible]
No Obs

Remarks On board Barque Harbest

days Out 119

[illegible] Jan 27th 1857

The first part of these 24 hours light breeze from the North [illegible] heading [illegible] sounded 70 fathoms Middle part [illegible] [illegible] Latter part [illegible] ship steering E. by S by compass got out watter

Latt by dead 51.55 S Long by dead 63.30 W

days Out 120

[illegible] Jan 28th 1857

The first part of these 24 hours light winds from N.W. and thick weather [illegible] [illegible] a number of finbacks [illegible] [illegible] Middle part baffling winds and thick weather steering the land Latter part [illegible] [illegible] steam

Latt 53.57 S Long 63.[illegible]

days Out 121

[illegible] Jan 29th 1857

The first part of these 24 hours light winds [illegible] at 4 P.M. [illegible] [illegible] from the Barque [illegible] 1300 bbls sperm Middle part wind hauled to S.S.E. ship a headding to the [illegible] [illegible] at sun rise baring S.S.W. by compass Ship headding [illegible] in sight and a straing er

Latt 54.25 S Long 63.28 W by [illegible]

Bound On a Whaling Voyage 1851

Days Out
1 122

Thursday Jan 30th 1851
The first part of these 24 hours light airs [illegible] [illegible] [illegible] [illegible] tacked ship to the [illegible] saw a sail [illegible] weather quarter the other sail out of sight [illegible] [illegible] at 7 PM about 35 miles off Middle wind [illegible] and squally took in light sail and double reefed the fore top sails ship heading S.S.W by compass Latter [illegible] under all sail ship heading S [illegible] saw a ship to windward standing to the southward [illegible] remains the same
Latt 55.26 S Long 68.54 W by obs

Days Out
1 123

Friday Jan 31 the 1851
The first part of these 24 hours fresh breezes from W.S.W and squally took in light sail ship heading S.W by compass Middle the wind increased to a gale took in fore top sail main sail & jib close reefed the main top sail Latter weather much the same set the fore top sail close reefed wore ship at 4 AM heading N.W by compass
No Obs

Days Out
1 124

Saturday Feb 1 the 1851
The first part of these 24 hours blowing a fresh gale from W.S.W with a heavy sea wore ship at 2 PM heading S by compass at 2 took in the fore top sail at 4 PM took in fore sail Middle weather much the same Latter wind hauled to S.W wore ship at 4 AM heading W by compass reefed the fore sail and set it at 11 AM turned the reefs out of the fore sail [illegible] the same Saw a sail standing to the south East
Latt 56.15 S Long 68.36 W by obs

Remarks on board of Barque [illegible]

Days Out
1 125

Sunday Feb 2 the 1857
The first part of these 24 hours coming a fresh gale from N.N.W. ship heading W by compass under a close reefed main top sail and fore sail at 5 P.M. set the fore top sail close reefed and reefed main sail
Middle more moderate turned a reef out of the top sails and main sail ship heading W.N.W. to N.W.
Latter still moderate set [illegible] and [illegible] main top sail at 10 A.M. tacked ship to the S.E. saw a sail standing to the westward small rain weather [illegible] and sleet
Lat 55.49 S Long 62.25 W by obs

Days Out
1 125

Monday Feb 3 the 1857
The first part of these 24 hours fresh breezes from S.S.W. by compass with a heavy sea from the southward Ship heading W under all prudent sail Middle wind hauled to S. [illegible] squalls took in main sail jib and fore top sail ship heading [illegible]
Latter moderate set all sail wore ship to the W.S.W. thick weather & more [illegible] ship in sight [illegible] sailors Joseph to duty all hands to duty [illegible]
Wm Tom Bonacker

days Out
1 127

Tuesday Feb 4 the 1857
The first part of these 24 hours light air and thick weather Ship heading to the westward at 4 P.M. spoke Almey agent on board the ship Bothnia from N York bound to California at 5 P.M. light breeze from S.S.W. by compass wore ship to the S.E. Middle wind S.W. Ship heading S.E. by compass
Latter wind and weather about the same
Lat 56.57 S Long 64.25 W by obs

Bound On a Whaling voyage 1851

days Out 128

Wednesday Feb 5th 1851
The first part of these 24 hours light breezes from SW and thick weather ship heading S by E by compas all sail set. [illegible] same weather [illegible] in the [illegible] Middle part the same till 8 AM after which was light airs. Latter part light airs with a thick fogg Ship heading SSW

No obs

days Out 129

Thursday Feb 6th 1851
The first part of these 24 hours light airs and the [illegible] with a thick fogg ship heading SSW by compass Middle weather the same. Latter part [illegible] tacked ship to the [illegible] well [illegible]

Latt 57.57 S Long 64.50 W by Chr

days Out 130

Friday Feb 7th 1851
The first part of these 24 hours light breezes from [illegible] ship heading [illegible] at 5 PM wind [illegible] tacked to the SSE Middle [illegible] ship heading [illegible] Latter [illegible] ship heading [illegible] weather [illegible]

Lat 57.30 S Long 65.40 W by Chr

Remarks On board Barque [illegible]

Days Out 181 Saturday Feb 8th 1857
The first part of these 24 hours light
baffling winds from the westward ship
heading to the southward At 4 PM
wore ship to the N.W Saw a Sail to
windward (Middle wind much the same
ship heading to the NW Latter
at 6 tacked ship to the S.W at 9 AM
a fresh breeze from N.N.W in canvas
thick and rainy [illegible] the
ship [illegible] in sight No obs

Days Out 182 Sunday Feb 9th 1857
The first part of these 24 hours fresh
gales from N.N.W in canvas with thick rainy
weather in sight At 2 PM wind
hauled to N.N.W ship heading NE
and the ship [illegible] about 2 miles
to windward under reefed top sails At 4
we set main top gallant sail and flying jib
Middle wind hauled to S.W. At 4 AM
wore ship to the NW Latter a fresh
gale from S.W in canvas ship heading N.W
[illegible] double reefed the fore
and single reefed the main top sail
Lat 57.45 S Long 58.14 W by obs

Days Out 183 Monday Feb 10th 1857
The first part of these 24 hours fresh
gales from S.W in canvas and a heavy sea
ship heading W.N.W under the same sail
[illegible] furled [illegible] The ship [illegible]
in sight [illegible] water Middle
[illegible] double reefed the fore top sail
double reefed the mizen reefed the main
sail [illegible] Latter moderate
set all sail [illegible] ship heading W.N.W
at 10 AM tacked ship to the S by E in company
of 4 sails in sight 2 standing to the S.W
Lat 56.45 S Long 70.35 W by obs

Bound on a Whaling Voyage 1851

days Out
1 134

Tuesday Feb 11th 1851
The first part of these 24 hours fresh breezes from W.S.W. ship heading S by compass in thick rainy weather handed the main top gallant sail and set it again spoke a merchant brig bound to [illegible] ships in sight Middle Squally ship heading S.E. under double reefed top sails reefed main sail Latter light breezes from [illegible] tacked ship to the northward and westward made all sail two sails in sight
Latt 57.40 S Long 70.44 W by [illegible]

days Out
1 135

Wednesday Feb 12th 1851
The first part of these 24 hours light breezes from W.S.W. by compass ship heading S.S.E. at 5 P.M. tacked ship to the west 4 sails in sight standing to the S and E Middle wind hauled to the northward ship heading from W to W.S.W. Latter fresh breezes handed light sails heading [illegible] made all sail except the top sails
Latt by dead 58.20 S Long 71.30 W

Samuel Lygoit off duty
in the [illegible] hands

days Out
1 136

Thursday Feb 13th 1851
The first part of these 24 hours fresh gale from W.S.W. ship heading S by compass Layd the ship to under a double reefed main top sail and fore sail at 6 P.M. close reefed main top sail Middle heavy squalls Latter moderate wind hauled to the W.N.W. ship heading S.W. set double reefed top sails courses and jib thick weather

Latt 59.00 S by dead Long

Remarks On board Barque [illegible]

days Out Friday Feb 14 the 1851
137 The first part of these 24 hours fresh gales from W & SW by compass & heavy sea Ship heading [illegible] under double reefed topsails [illegible] and jib ( ) middle squally [illegible] wind to W [illegible] Ship heading [illegible] Latter light breezes & hazy then at 7 AM tacked ship to the N West [illegible] all sail [illegible] so ends [illegible] turned to duty

Latt 59.35 S Long 73.00 W by Obs

days Out Saturday Feb 15 the 1851
138 The first part of these 24 hours [illegible] breezes from W SW [illegible] compass Ship heading from N W to [illegible] Middle weather [illegible] the same latter light squalls Ship heading [illegible] Spoke the Bark Fortune of New Bedford [illegible]

Latt 58.38 S Long 73.42 W by Obs

days Out Sunday Feb 16 the 1851
139 The first part of these 24 hours light breezes from W S W till 5 P M [illegible] Ship heading from [illegible] by compass Middle wind [illegible] Ship heading from [illegible] Latter [illegible] thick weather under double reefed topsails Ship heading [illegible] The Fortune in sight [illegible] his hands verry bad

Latt 57.05 S Long 74 [illegible] by Obs

Bound on a Whaling Voyage 1857

days Out Monday Feb 17 the 1857
/ 140 The first part of these 24 hours a fresh
gale from WSW by compas Ship NW
/ At 7 P.M. ware Ship to the SE close reefed
the fore top sail and reefed the main
sail The Fortune still in sight
Middle weather the same Latter ware Ship
to the NW a heavy sea
Latt 56.59 S Long 74.50 W by Obs

days Out Tuesday Feb 18th 1857
/ 141 The first part of these 24 hours [illegible] breeze
from WSW by compas Ship [illegible]
under a [illegible] reefed main top sail and
fore sail at 6 P.M. ware ship to N Middle
weather moderated [illegible] [illegible] set the fore
top sail [illegible] and main sail Latter at 7 A.M.
ware ship to the SW made all sail at 10
tacked to the [illegible] a heavy sea
Latt 57.37 S Long 74.37 W by Obs

days Out Wednesday Feb 19 the 1857
/ 142 The first part of these 24 hours fresh [illegible]
[illegible] ship [illegible] [illegible] a heavy sea
At 3 P.M. hauled the [illegible] and main top
mast [illegible] Middle weather the same Latter
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] No Obs

[illegible]

[illegible] Thursday [illegible] 1857
[illegible]
[illegible] Middle [illegible] the same [illegible]
[illegible] the top sail
Latt 57.2[illegible] Long 7[illegible]

[illegible] Friday [illegible] 1857
[illegible]
Mid at 5 P M wind hauled to W N W [illegible] reefed main
[illegible] Middle [illegible]
[illegible]
same sail
Latt 58.02 S Long 81.39 W by Obs

[illegible] Saturday [illegible] 1857
The first part of [illegible]
[illegible] reefed main top sail [illegible]
sail Middle [illegible]
[illegible]
[illegible] Latt 5[illegible] Long 82.0[illegible] by Obs

Bound On a Whaling Voyage 1851

Days Out 126 [illegible] [illegible] 1851

The first part of these 24 hours fresh [illegible] the third officer [illegible] [illegible] [illegible] [illegible] with the [illegible] of the [illegible] [illegible] [illegible] [illegible]

Latt 52=42 S Long 82 05 W by Obs

Days Out 127 Monday Feb 24 the 1851

The first part of these 24 hours fresh [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at 5 [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible]

Latt 52=40 S Long 82=45 W by Obs

days Out 128 Tuesday Feb 25 the 1851

The first part of these 24 hours fresh breezes [illegible]

Latt 54 55 S [illegible] Long 82 3[illegible] [illegible]

[illegible]

[illegible] 1857

[illegible] 44 [illegible] part [illegible] ther [illegible] the same

Lat [illegible] Lon [illegible]

[illegible] 15 [illegible]

[illegible] kept off [illegible] mast studding sail [illegible] Middle weather [illegible] the same [illegible] crossed the Main Royal yard and bent the sail

Lat [illegible] Lon [illegible] 13 [illegible]

[illegible] 151 [illegible] first part of [illegible] 2 [illegible] Middle and Latter weather [illegible] same [illegible] and [illegible]

Lat [illegible] Lon [illegible]

[illegible] Bound on a Whaling Voyage 1857

days out
1   152

[illegible] June [illegible] 1857
The first part of these 24 hours [illegible] breeze from [illegible] [illegible] [illegible] [illegible] [illegible] a fine back [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] ship steering [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 28.23 [illegible] Long 77.52 W by obs

days [illegible]
1   153

[illegible] June [illegible] 1857
The first part of these 24 hours fresh breezes from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] top gallant sails. Latter a fresh gale double reefed the top sails a heavy sea. So ends the [illegible] [illegible] Ship steering [illegible] [illegible]
Latt 28.38 [illegible] Long 74.35 W by obs

days out
1   154

[illegible] June [illegible] 1857
The first part of these 24 hours fresh gales from SSW [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] fore top [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Latter [illegible] so ends the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the Barque [illegible] of New Bedford 16[illegible] [illegible]
Latt 27.38 [illegible] Long 74.36 [illegible]

Remarks [illegible] [illegible] [illegible]

Days Out 155
[illegible] March 4th 1850
The first part of these 24 hours light [illegible] [illegible] with [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle part [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] at daylight [illegible] [illegible] [illegible] Latter part [illegible] [illegible] within 5 miles of the land employed [illegible] the [illegible] and getting the [illegible] off the [illegible]

Days Out 156
Tuesday March 5th 1850
The first part of these 24 hours calm at 3 PM the ship [illegible] 5 miles from the [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] the [illegible] [illegible] [illegible] [illegible] the [illegible] and [illegible] all [illegible] [illegible] [illegible] [illegible] [illegible] Middle calm most of the night Latter [illegible] [illegible] [illegible] employed [illegible] the ship [illegible] Lat 33.35 S

Days Out 157
[illegible] March 6th 1850
The first part of these 24 hours light [illegible] [illegible] the [illegible] ship standing in for [illegible] [illegible] at 3 PM [illegible] Island [illegible] [illegible] of the [illegible] lowered the boats [illegible] [illegible] [illegible] [illegible] in 25 fathoms [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

days out 155 Friday March 7 the 1857
the first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] middle and Latter [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

days out 156 Saturday March 8 the 1857
the first part of these 24 hours [illegible] weather [illegible] [illegible] [illegible] the watch [illegible] and [illegible] [illegible] Middle and Latter fine weather the watch [illegible] a [illegible] [illegible] in board the Starboard watch on [illegible]

days out 157 Sunday March 9 the 1857
the first part of these 24 hours pleasant weather the watch employed [illegible] [illegible] painting Middle and Latter [illegible] [illegible] the [illegible] come on board at [illegible] the Larboard watch went on [illegible]

days out 158 Monday March 10 the 1857
the first part of these 24 hours [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle and Latter [illegible] [illegible] [illegible] [illegible] [illegible] come on board [illegible] [illegible] Smith and Warnock [illegible] [illegible] [illegible] [illegible] the Starboard watch [illegible] [illegible] [illegible] the watch [illegible] [illegible]

Remarks on board [illegible] [illegible]

days Out
152

[illegible] March 11th 1851
The first part of twenty four hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle and latter [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and the [illegible] [illegible] [illegible] [illegible] [illegible] Painting ship

days Out
153

Wednesday March 12th 1851
The first part of twenty four hours pleasant weather [illegible] [illegible] [illegible] painting ship [illegible] [illegible] [illegible] [illegible] weather [illegible] The [illegible] watch came [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] painting ship and [illegible] [illegible] yards

Porpoises [illegible] [illegible]
taken [illegible] [illegible]
[illegible] time

days Out
164

Thursday March 13th 1851
The first part of these 24 hours pleasant weather All hands [illegible] painting ship [illegible] [illegible] [illegible] weather [illegible] [illegible] Middle and latter [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

Laying in Paita March & April 1851

Lay Out
1 165

Friday March 14th 1851
The first part of these 24 hours light breezes from the Westward. Got two boats [illegible] people [illegible] got on board 12 bbls of Potatoes the [illegible] and [illegible]. Middle and Latter weather the same. Employed getting ready for sea. Joseph [illegible] run away

Alexander [illegible] Brown
[illegible] from the
ship [illegible]

Lay Out
1 166

Saturday March 15the 1851
The first part of these 24 hours light airs from the westward at 3 PM brought the Blacksmith and Carpenter on board from the Calla [illegible] and 2 men that we shipped. Capt Almy came on board raised anchor and stood out for sea at [illegible] standing having the North and [illegible] side [illegible] part [illegible] Middle and Latter part breezes from S.E. by compass ship steering W.S.W. The watch employed fitting boats & repairing the [illegible] boat
Latt 34 58 S — Long 75.12 W by Chr —

Lay Out
1 167

Sunday March 15the 1851
The first part of these 24 hours fresh breezes from S.E. [illegible] ship steering W.S.W. Employed fitting out [illegible] and stowing away the [illegible]. Middle and Latter light breezes from S.E. course the same. Saw several [illegible] standing to the South and Eastward
Latt 32 57 S Long 76 04 W by Chr —

Remarks On board Herbert Barque

Days Out 168 [illegible] March [illegible] 1857
[illegible]
[illegible]
same & sails standing to the South E
Middle and Latter weather much the same
The watch Employd sorting Potatoes
Lat 31 [illegible] Lon 77.21 [illegible]

Days Out 169 [illegible] March [illegible] 1857
The first part of [illegible]
[illegible]
[illegible] The watch [illegible]
[illegible] Middle [illegible] Latter [illegible]
[illegible] The watch
[illegible]
Lat [illegible] 07 Lon 77.15 [illegible]

Days Out 170 [illegible] March [illegible] 1857
The first part of [illegible]
[illegible]
[illegible]
[illegible] Middle [illegible]
[illegible]
[illegible]
[illegible]
Lat 27.31 Lon [illegible]

[illegible] on a whaling voyage 1857

days out
171

Thursday March 20th 1857
The first part of these 24 hours light breezes from [illegible] by compass ship steering W N W the watch [illegible] Middle [illegible] steering W N W Latter [illegible] steering N W a ship in sight [illegible] the watch [illegible] the same and [illegible] the main sail
Latt 26 10 S Long 82 40 W by obs

days Out
172

Friday March 21st the 1857
These first part of these 24 hours light breezes from S E by E by compass ship steering N W by W. The watch finished repairing main sail and bent the same. The ship [illegible] in sight [illegible] the morning is about 5 miles astern Middle and Latter weather the same. Spoke the ship [illegible] Capt [illegible] 450 bbls [illegible] weather
Latt 25 56 S Long 83 41 W by obs

days out
173

Saturday March 22 the 1857
The first part of these 24 hours fresh breezes from [illegible] ship steering W N W gamming with the Hercules Middle and Latter weather much the same ship steering [illegible] [illegible] the starboard side and main top gallant studding sail.
Latt 23 30 S Long 86 07 W by obs

[illegible]

17 [illegible] March [illegible] 1857

[illegible] too and caried away [illegible] Studding sail boom [illegible] Studding saill boom and [illegible] sail Latter [illegible] booms [illegible]

[illegible] 1857

[illegible] part of [illegible] studding [illegible] d and making [illegible] hauled off [illegible]

[illegible] March 15th 1857

[illegible] Sail Middle and [illegible]

Bound on a Whaling Voyge 18[illegible]

days out
1 177
Wednesday March 26th 1851
the first part of these 24 hours
light breezes from E by S by compass
ship steering W. the watch employed making
yarnes for Spunyarn Middle and
Latter weather the same at 9 A.M.
Saw Schools of Sperm whales going quick
to windward lowered 2 boats without
success   Latt No obs
Briggs off duty with [illegible] sick

days out
1 178
Thursday March 27th 18551
the first part of these 24 hours light
breezes from E by compass ship steering W.N.
W. the watch employed making Spunyarn
Middle and Latter weather much
the same the watch employed as in the
first part Saw a Sail standing to the S.E.
Latt 17.08 S   Long 95.58 W by Chr

days out
1 179
Friday March 28th 1851
the first part of these 24 hours fresh
breezes from E.S.E. by compass ship steering
W.N.W. the watch employed making
Spunyarn Middle and Latter weather
the same the watch employed
making Spunyarn Briggs turned to
duty
Latt 15.27 S   Long 97.54 W by Chr

Remarks on board [illegible]

Days Out 180
Sunday March 29th 1857
The first part of these 24 hours fresh [illegible] Steering [illegible] Middle and Latter weather the same [illegible]
Latt 8.29 S Long 99.37 W [illegible]

Days Out 181
Monday March 30th 1857
The first part of these 24 hours light breezes [illegible] Middle and Latter weather [illegible] Latt [illegible] Long 101.25 W [illegible]

Days Out 182
Tuesday March 31the 1857
The first part of these 24 hours light [illegible] Middle and Latter [illegible] weather the same The watch [illegible] breaking out and coopering bread [illegible] and turned too Latt 10.33 S Long 103.07 W [illegible]

Days Out 183
Wednesday April 1the 1857
The first part of these 24 hours [illegible] breezes [illegible] The watch [illegible] Middle [illegible] Latter [illegible] and Shooked the [illegible] turned too [illegible]
Latt 9.30 S Long [illegible]

Remarks [illegible] 1857

Days Out 183

Wednesday April 15th 1857
The first part of these 24 hours light breezes from [illegible] ship steering [illegible] bread and coopering the same
Middle and Latter weather the same [illegible] and [illegible] without sucess
Latt 6.22 S Long [illegible]

Days Out 185

Thursday April 16th 1857
The first part of these 24 hours light breezes from E.S.E. [illegible] the wind [illegible] did not [illegible] for them to [illegible] and [illegible] Middle part the same [illegible] rigging
Latt 6.39 S Long 106.43 obd by Chr

Days Out 186

Friday April 17th 1857
The first part of these 24 hours the same breezes from [illegible] ship steering W by S ½ [illegible] and [illegible] Middle and Latter weather the same [illegible] and fitting fore top sail [illegible] and [illegible]
Latt 5.11 S Long 108.23 obd by Chr

Remarks [illegible] [illegible] Barque [illegible]

Days out
187

Saturday April 5th 1857
The first part of these 24 hours light breezes from SW by compass ship steering N by W [illegible] [illegible] [illegible]
Middle and Latter weather much the same saw a ship standing to the NW employed at various jobs
Latt 3.11 S Long 109.46 West by Obs

Days out
188

Sunday April 6th 1857
The first part of these 24 hours light breezes from SW by compass ship steering N by E [illegible] spoke the Ship [illegible] Coffin of Nantucket 27 months 650 sperm bound to the Arctic
Middle and Latter weather much the same at 10 AM spoke the Coffin and gam'd with him through the day saw a sail standing to the NE
Latt 1.50 S Long 111-17 W by Obs

Days out
189

Monday April 7th 1857
The first part of these 24 hours light squally weather wind [illegible] to NW ship steering NE by N [illegible] [illegible]
Middle light [illegible] and rainy
Latter wind [illegible] [illegible] [illegible] [illegible] [illegible] and rainy till 10 AM
Latt 0.35 S Long 112.35 W by Obs

[illegible] Bound on a Whaling Voyage 1857

days Out Tuesday April 8th 1857
172 The first part of this 24 hours light
breezes from [illegible] steering
[illegible] at 4
[illegible] the Captain saw a Sail to
windward Middle and Latter wind
[illegible] and
a Merchant Ship to leeward [illegible]
Lat [illegible] Long 118.45 [illegible]

days Out Wednesday April 9th 1857
173 The first part of this 24 hours light breezes
[illegible] at 4 [illegible] P M saw
[illegible] at 1/2 P M
[illegible] put
[illegible] in the oven at 5 P M took
the [illegible]
Middle and Latter weather [illegible] the
same [illegible]
Bread and coopering 2 sails in sight
Lat 1.35 [illegible] Long 118.15 [illegible]

days Out Thursday April 10th 1857
174 The first part of this 24 hours light
breezes and [illegible] from [illegible]
[illegible] all sail the watch
employed [illegible] Bread coopering
and [illegible] the same Middle
and Latter weather the same
[illegible] the Cooper [illegible]
casks Lat [illegible] Long [illegible]

Remarks on board [illegible] [illegible]

days out
1 175
Friday April 11the 1851
The first part of these 24 hours light airs from [illegible] ship steering N W by W the watch employed at various work Middle and Latter weather much the same the watch employed setting up the fore rigging
Latt 3.58 N Long 115.57 W by Chr

days out
1 176
Saturday April 12the 1851
The first part of these 24 hours light airs from N W by Compass ship steering N W by W the watch employed setting up the main rigging Middle light baffling airs with showers of rain Latter calm the watch employed at various jobs
Latt 4.25 N Long 116.21 W by Chr

days out
1 177
Sunday April 13the 1851
The first part of these 24 hours light baffling airs steering N W the watch employed at drying clothes Middle and Latter light baffling winds and rainy No Obs

days out
178
Monday April 14the 1851
The first part of these 24 hours light baffling winds steering N W squalls of rain Middle and Latter ~~with~~ weather much the same
Latt 6.29 N Long 117.57 W by Chr

Journal on a Whaling voyage 1857

days out 199
Tuesday April 15 the 1857
The first part of these 24 hours light breezes from S E heading by compass S ship steering W N W Middle and Latter light baffling winds and heavy rain No obs

days out 200
Wednesday April 16 the 1857
The first part of these 24 hours light baffling airs and a heavy rain ship heading from S to W Middle and Latter light airs and calm not but little rain
Latt 7.12 N Long 119.11 W by Chro

days out 201
Thursday April 17 the 1857
The first part of these 24 hours light baffling airs from E to S by compass ship steering W N W Middle calm Latter light breezes from E to S ship steering W N W set main top mast studding sail and all other sail that would draw employed repairing an old main top sail
Latt 7.44 N Long 120.00 W

days out 202
Friday April 18 the 1857
The first part of these 24 hours light breezes from E N E ship steering W N W by the wind finished the main top sail and bent the same forward Middle and Latter breezes from E to S steering the same The watch employed repairing fore top sail
Latt 8.54 N Long 122.15 W by Chro

Remarks On Board [illegible] [illegible]

Days Out
1 203

Saturday, April 19th 1851
The first part of these 24 hours light [illegible] from [illegible] ship steering WSW by Compass The watch employed repairing fore top sail [illegible] a [illegible] of [illegible] [illegible] [illegible] in Studding sail and main royal Middle [illegible] [illegible] and light winds & light rain [illegible] Latter light breezes all sail set The watch employed repairing fore top sail
Latt 9.48 N Long 123.54 W by Chr

Days Out
1 204

Sunday April 20th 1851
The first part of these 24 hours fresh breezes from ENE by compass ship steering [illegible] The watch employed repairing fore top sail finished it at 5 P.M. Middle and Latter breezes much the same steering from [illegible] to NE all sail set
Latt 12.50 N Long 126.30 W by Chr

Days Out
1 205

Monday April 21st 1851
The first part of these 24 hours fresh breezes from [illegible] [illegible] [illegible] [illegible] [illegible] took in studding sails [illegible] [illegible] [illegible] main sails and [illegible] reefed the fore top sail Latter [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] studding sails [illegible] [illegible]
Latt 11.36 N Long 129.32 W by Chr

Bound on a Whaling voyage 1857

days Out Tuesday April 22 the 1857
206 The first part of these 24 hours fresh
breezes from N E ship steering W by N
carrying all prudent sail unbent the
Spanker and repaired it up Middle and
Latter weather much the same bent a
new Spanker
Latt 12.37 N Long 132.50 W by chro

days Out Wednesday April 23 the 1857
1 207 The first part of these 24 hours fresh
breezes from N E ship steering W by N
& fitting fore top sail yard Jackstays
Middle and Latter wind and weather the
same employed fitting rigging &c
Latt 13.26 N Long 135.34 W by chro-

days Out Thursday April 24 the 1857
1 208 The first part of these 24 hours fresh breezes from
N E ship steering W by N employed fitting rigging
Middle and Latter weather the same
[illegible] out Bread and Bread
Latt 14.20 N Long 138.33 W by chro-

days Out Friday April 25 the 1857
209 The first part of these 24 hours fresh
breezes from N E ship steering W by
N The watch making [illegible] Middle
and Latter wind and weather much
the same employed the same
Latt 15.14 N Long 141.45 by Chro 141.07 W

Remarks On Board [illegible]

days Out 1 211

Saturday April 25th 1857
The first part of these 24 hours fresh breeze and squally from [illegible] ship steering [illegible] by compass [illegible] making [illegible] Middle and [illegible]
[illegible]
Lat [illegible] Long [illegible]

days Out 1 2[illegible]

Sunday April 26th 1857
The [illegible]
[illegible]
[illegible]
Middle and Latter [illegible]
Lat [illegible] Long [illegible]

days Out 1 21[illegible]

Monday April 2[illegible] 1857
The first part of these [illegible] Middle and Latter [illegible]
[illegible]
Lat 17 [illegible] Long [illegible] 31 [illegible]

days Out 1 21[illegible]

Tuesday April 2[illegible] 1857
The first part of these [illegible] from [illegible] after [illegible] Middle and Latter [illegible]
in the first [illegible]
[illegible]
Lat [illegible] Long 151.35 [illegible]

[illegible] 1851

[illegible] Wednesday April 30the 1851
The first part of these 24 hours light [illegible] from [illegible] steering [illegible] [illegible] the south [illegible]
Middle and Latter wind and weather much the same [illegible]
[illegible] Potatoes
Lattitude 19 [illegible] Lon 153 [illegible]

[illegible] Thursday May 1the [illegible]
The first part of these 24 hours light breezes from [illegible] steering [illegible] [illegible]
[illegible] Middle and Latter weather the same [illegible]
[illegible] the westward
Latt [illegible] Lon 155.55 [illegible]

[illegible] Friday May 2the 1851
The first part of these 24 hours light [illegible] [illegible] The watch [illegible] Middle and Latter weather much the same at [illegible]
[illegible]
Lattitude [illegible] Lon 157.21 [illegible]
[illegible] 50 miles [illegible] the westward

Remarks on board [illegible]

days out 217 Saturday May 3rd 1851
The first part of these 24 hours light
winds from [illegible] Steering off by W At Sun
set [illegible]
[illegible] Middle part fresh breezes [illegible]
[illegible] at daylight made all sail
standing [illegible] Latter part [illegible]
light winds [illegible] laying off and on

days Out 218 Sunday May 4th 1851
The first part of these 24 hours pleasant
weather laying off and [illegible] in shore
[illegible] off at 2 P.M. brought off a [illegible]
of sweet Potatoes and [illegible] made
all sail standing to the W [illegible] at 4 P.M. hauled
up to N.W. Middle fresh breezes and squally
[illegible] N.W. [illegible] at daylight the Island
of Atooi 10 Miles distant on our lee
beam Latter squally took in top gallant sails
wind N.E.
Latt 22.25 N Long [illegible] by obs

days Out 219 Monday May 5th 1851
The first part of these 24 hours fresh breezes
and squally from N.E. set [illegible]
sail and fore top mast studding sail
Middle part squally took in studding
sail and top gallant sail Latter part
[illegible] light winds [illegible] studding
sail [illegible] the watch [illegible]
[illegible] the [illegible]
Latt 25.07 N Long 161.57 W by obs

Bound on a Whaling Voyage 1857

Days Out 220
Tuesday May 5th 1857
The first part of these 24 hours fine breezes from the North [illegible] steering [illegible] the watch employed at ships duty. Middle and Latter wind light. Sent down the Main top sail for repairing and bent one in its stead
Latt 26.55 N Long 163.47 W by Obsr

Days Out 221
Wednesday May 7th 1857
The first part of these 24 hours light breezes from [illegible] steering [illegible] the watch employed at sundry [illegible] Middle [illegible]
Latter light wind the watch employed repairing Main top Sail
Latt 28.15 N Long 165.23 W by Obsr

Days Out 222
Thursday May 8th 1857
The first part of these 24 hours light breezes from [illegible] steering [illegible] by the wind the watch employed repairing the Main top sail Middle and Latter winds [illegible] the watch employed making a [illegible]
Latt 29.41 N Long 159.24 W by Obsr

Remarks On board Barque Harriet

days out 223
1

Friday May 9 th 1851
The first part of these 24 hours light
breezes from S E ship steering N W by W by
[illegible] the watch employed making fore
studding sail Middle part [illegible]
the same Latter light baffling airs
and thick weather heading to the
N W till 10 A M wore ship to the [illegible]
Latt. No obs

days out 224
1

Saturday May 10 th 1851
The first part of these 24 hours light
breezes from N E ship steering N W by W
[illegible] jib [illegible] and [illegible]
Middle wind hauled to S S E Latter
wind S S W ship steering N W finished
the fore studding sail and set the same
Latt 32.11 N Long 159.20 W by obs

days out 225
1

Sunday May 11 th 1851
The first part of these 24 hours light
breezes and thick weather from S E to
S W ship steering N W the crew [illegible]
out a cask of flour Middle [illegible]
[illegible] Latter [illegible]
[illegible] weather from [illegible]
heading N W
Latt No obs

Bound on a Whaling Voyage 1851

days Out [illegible]

Monday May 12th 1851
The first part of these 24 hours light breezes from the [illegible] ship heading [illegible] Middle and latter part [illegible] breezes from [illegible] ship heading [illegible] So ends [illegible]
Lat 33.43 Long 172.15 [illegible]

days Out 227

Tuesday May 13th 1851
The first part of these 24 hours light breezes from N ship heading W N W [illegible] [illegible] [illegible] [illegible] [illegible] breezes from [illegible] [illegible] [illegible]
Lat [illegible] Long [illegible]

days Out [illegible]

Wednesday May 14th 1851
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] and bent the same The Capt Almey turned Hamlin [illegible] [illegible] as a officer [illegible] [illegible] Hamlin said he would not do it Capt Almey [illegible] [illegible] [illegible] [illegible] refused [illegible] [illegible] [illegible] [illegible] in [illegible] and

[illegible] from the boat [illegible] 3rd [illegible] officer

Remarks On board Barque [illegible]

[illegible] Wednesday March 14th 1857
The rest of the men are unable to go on duty [illegible] there is [illegible] from the [illegible]
Latter part [illegible] Wind [illegible] for the [illegible] the same men are still in berths
Latt 37-08 N Long 173-59 W by Obsr

[illegible] Thursday March 15th 1857
The first part of these 24 hours fresh [illegible] ship [illegible] W [illegible] on the [illegible] mast studding sail [illegible] top gallant studding sails [illegible] and [illegible] the middle [illegible] in [illegible] Latter wind [illegible] so ends [illegible] a fair [illegible]
Latt 34-15 N Long 175-14 W by Obsr
[illegible] and Johnson still in berths

[illegible] Friday March 16th 1857
The first part of these 24 hours fresh breezes from W SW NW Ship on the wind heading from NNW to N [illegible] Middle part [illegible] sent down [illegible] the [illegible] in the [illegible] sail Latter [illegible] in [illegible] and [illegible] in the [illegible] the same [illegible]
Latt 34-10 N Long 175-19 W by Obsr
[illegible] and Johnson still in berths

My
Journal on a Whaling Voyage 1857

[illegible] 231 Wednesday Dec 17th 1857
The first part of these 24 hours fresh gales from W ship laying too under a double reefed main top sail and fore sail heading to the [illegible]
Middle Set the fore top sail and jib wore ship to the WSW Latter moderate set both top sails and main sail
Latt 41.11 N Long no obs

[illegible] 232 Thursday Dec 18th 1857
The first part of these 24 hours light breezes from NNE ship heading N by compass on bent the [illegible] and taken the fore top sail yard
Middle wind hauled to S ship heading [illegible] set fore top mast studding sail Latter a pleasant breeze from SSE [illegible] both of boats in pursuit of [illegible]
Latt [illegible] Long [illegible] 177 [illegible]

[illegible] 233 Friday Dec 19th 1857
The first part of these 24 hours moderate breezes from SSE ship steering [illegible] by compass [illegible] both boats out of [illegible] in the pursuit of [illegible] Middle fresh gales from S E and thick rainy weather
Latter [illegible] the same wind [illegible] no obs

Remarks on board Barque [illegible]

Ship [illegible] 1 | [illegible] 234 | Tuesday 20 the 1857
The first part of these 24 hours light breeze [illegible] steering [illegible] thick weather Middle wind [illegible] Latter part breeze from [illegible] the watch [illegible]
Lat 45.05 [illegible] Long 178.47 [illegible]

[illegible] 1 | Oct 235 | Wednesday 21 the 1857
The first part of these 24 hours [illegible] from S and thick weather ship steering [illegible] the watch [illegible] weather [illegible] Middle wind [illegible] Latter part breeze [illegible] the watch [illegible] breaking out [illegible]
Lat 46.47 [illegible] Long 180 [illegible]

[illegible] | Oct 236 | Thursday 22 the 1857
The first part of these 24 hours light breeze [illegible] employed setting up shrouds Saw Finbacks Middle [illegible] Latter [illegible] Employed breaking out water the cooper setting up [illegible] At 9 A M saw a Right whale lowered the [illegible] the [illegible] steam [illegible]
Lat 45.21 [illegible] Long 180 [illegible]

Bound on a Whaling Voyage 1851

Days Out
237

Friday March 23rd 1851
The first part of these 24 hours light
breezes from [illegible] [illegible]
[illegible] cutting up [illegible] Middle and Latter
[illegible] [illegible] the same [illegible]
Latt [illegible] Long 75.10 [illegible]

Ditto Out
238

Saturday March 24th 1851
The first part of these 24 hours [illegible]
from [illegible] ship [illegible]
thick weather finished [illegible] ship [illegible] and
rove the cutting falls and sent them aloft
Middle fresh breezes Latter [illegible]
the [illegible] so ends

Ditto Out
239

Sunday March 25th 1851
The first part of these 24 hours [illegible]
[illegible] wind [illegible] to [illegible]
ing [illegible] at 5 P.M. [illegible]
[illegible] in the waist boat and
put a new one out Middle wind and weather
the same Latter light winds from the [illegible] ship
heading [illegible] at 11 A.M. [illegible]
went on the [illegible] in the [illegible] and the whale
went clear
Latt 51.53 [illegible] Long 71.58 [illegible]

Days Out
240

Monday March 26th 1851
The first part of these 24 hours fresh breezes
from S.S.W. Ship standing to the [illegible]
[illegible] three times without
[illegible] Middle weather the same standing [illegible]
[illegible]
[illegible] Latter [illegible] standing
[illegible]
[illegible] so ends

[illegible] Voyage [illegible]

[illegible] May 27 the 1851
The first part of these 24 hours fresh [illegible] [illegible] under double reefed top sails [illegible] Middle weather [illegible] the same [illegible] all hands at 3 [illegible] main sail [illegible] fore [illegible] moderate winds [illegible]
Latt 53.25 [illegible] Long 107.57 [illegible]

Wednesday May 28 the 1851
The first part of these 24 hours light [illegible] Middle and latter [illegible]
[illegible] No Obs

[illegible] May 29 the 1851
The first part of these 24 hours light breezes from the [illegible] Middle and latter [illegible] under [illegible]

Friday May 30 the 1851
The first part of these 24 hours [illegible] Middle [illegible]
Latt 54.00 [illegible] Long 105.10 [illegible]

Remarks on board [illegible]

days out [illegible] 1857
1 245

The first part of these 24 hours fresh breezes from N Ship steering [illegible] by compass thick weather [illegible] Middle part [illegible] breezes from [illegible] Latter part breezes saw a [illegible] lowered for them without success Ship standing NNE squalls of snow
Lat [illegible] Long [illegible]

days out Sunday June [illegible] 1857
1 246

The first part of these 24 hours light breezes from [illegible] heading [illegible] saw a [illegible] of whales under the [illegible] lowered and chased got nothing at 6 PM [illegible] Island 12 miles off took in sail at sunset Middle part the same ship standing [illegible] Latter light air standing in for the land at 10 AM saw 3 whales lowered without success land 12 Miles off

days out Monday June 2the 1857
1 247

The first part of these 24 hours light airs [illegible] lowered for the [illegible] lowered for [illegible] saw a [illegible] Middle and Latter [illegible] in fastening the second boat the [illegible] with [illegible] arm by a lance towing the whale to the ship got him alongside [illegible] saw a Sail

Remarks On Board [illegible] [illegible]

[illegible] [illegible]
[illegible] [illegible]

Wednesday June 3 the 1857
The first part of thes 24 hours [illegible] from
the Northward [illegible] and commenced cutting
Middle part the whale [illegible] [illegible] and [illegible]
down at 4 P.M. [illegible] [illegible]
and comensed cutting Latter part [illegible]
finished cutting [illegible] the [illegible]
[illegible] [illegible] [illegible]

[illegible] [illegible]
[illegible]

Thursday June 4 the 1857
The first part of thes 24 hours light breezes
from the [illegible] [illegible] to the [illegible] [illegible]
[illegible] Middle Thick weather Latter
[illegible] breezes from S [illegible] and thick Ship
[illegible] to the [illegible] [illegible] the watch [illegible]
and [illegible] boiling the land in sight

[illegible] [illegible]
[illegible] 57

Friday June 5 the 1857
The first part of these 24 hours fresh breezes
from the [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] Middle [illegible]
Latter [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible]
[illegible] 251

Saturday June [illegible] the 1857
The first part of these 24 hours [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] boiling and
[illegible] [illegible] Middle [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] in sight the [illegible]
[illegible] [illegible] [illegible] [illegible]
Lat 57.15 N Long 152.35 [illegible]

[illegible] Whaling voyage 1851

Days Out
1 252

Saturday June 7 the 1857
The first part of these 24 hours light breezes and clear weather [illegible] raised [illegible] the [illegible] and [illegible] for [illegible] under [illegible] [illegible] Middle wind S [illegible] [illegible] Latter part light [illegible] ship steering [illegible] [illegible] fogg [illegible] [illegible] So ends
No obs

Days Out
1 253

Sunday June 8 the 1857
The first part of these 24 hours light winds from S W and a thick fogg ship steering N W [illegible] [illegible] reckoning [illegible] Middle and Latter part [illegible] [illegible] ship steering N W a thick fogg
No obs

Days Out
1 254

Monday June 9 the 1857
The first part of these 24 hours light breezes from S W a thick fog ship steering N W [illegible] [illegible] Middle and Latter part the [illegible] the same [illegible] ship steering [illegible]
No obs

Days Out
1 255

Tuesday June 10 the 1857
The first part of these 24 hours light winds from S W and [illegible] weather ship steering [illegible] [illegible] spoke the ship [illegible] [illegible] Middle [illegible] [illegible] Latter light winds [illegible] [illegible] [illegible] nothing a thick fogg after [illegible] [illegible]
No obs

Remarks [illegible] board Ship [illegible] [illegible]

Days Out 256

Wednesday June 11 the 1851
The first part of these 24 hours light airs and a thick fog from S'd ship [illegible] [illegible] headed [illegible] all hands [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle weather the same Latter light breeze from S'd ship standing to the [illegible] lowered for whales got nothing
Latt 58.13 [illegible] Long 171.50 W [illegible]

Days Out 257

Thursday June 12 the 1851
The first part of these 24 hours light breeze from S'd ship standing to the [illegible] lowered for whales [illegible] [illegible] lowered [illegible] struck and [illegible] [illegible] [illegible] [illegible] George [illegible] [illegible] [illegible] whale Middle [illegible] [illegible] [illegible] [illegible] ship [illegible] Latter fresh breezes from S'd [illegible] lowered for whales [illegible] ship got nothing [illegible]

Days Out 258

Friday June 13 the 1851
The first part of these 24 hours fresh gales from S'd and thick weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] At 5 PM [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] three [illegible] [illegible] [illegible] [illegible] 10 [illegible] Middle and Latter [illegible] strong gales foggy ship [illegible] [illegible] shacks [illegible]

On a Whaling Voyage 1851

Days out 357 Saturday June 14th 1851
The first part of these 24 hours fresh gales from N.W. and a thick fog Ship [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle weather the same
Latter rather more moderate but thick weather at 10 A.M. from the mast head saw a dead whale it proved to be the whale that we lost on the 13 got him to the ship got over three lines

Days out 360 Sunday June 15th 1851
The first part of these 24 hours fresh breezes from N.W. and thick [illegible] [illegible] and cutting in got the whale in at 8 P.M. saw a Sail to leeward Middle and Latter light breezes from N.W. and thick [illegible] at 8 A.M. wore Ship to the N.W. The watch Employed a boiling [illegible]

Days out [illegible] Monday June 16th 1851
The first part of these 24 hours light breezes from E and a thick fog Ship heading N.W. under short sail The watch employed boiling Middle and Latter weather much the same Employed the same Latt 57.57.

Days out [illegible] [illegible]day June 17th 1851
[illegible] at 4 P.M. finished boiling [illegible] Middle the same Latt [illegible] and chasing whales struck [illegible]

Remarks On board Barque Harbest

days | Out | Wednesday June 18the 1851
| 253 | The first part of these 24 hours light breezes [illegible] [illegible] [illegible] Ship about 9 P M Middle at 3 A M a Sterring [illegible] and got ready for cutting Latter good weather [illegible] cutting in the whale One 0ff

days | Out | Thursday June 19the 1851
1 | 254 | The first part of these 24 hours light breezes [illegible] All hands Employed cutting [illegible] Middle weather [illegible] Employd a boiling
Latte 57"53 N Lon 417–37 [illegible]

days | Out | Friday June 20the 1851
1 | 255 | The first part of these 24 hours [illegible] [illegible] Melbourne of New Bedford 6 whales this season The watch [illegible] Middle [illegible] Latter [illegible] and [illegible] [illegible]
Lat 57/13 Lon [illegible]

On a Whaling Voyage 1857

days Out Saturday June 21 the 1857
256 The first part of these 24 hours light [illegible] by compass saw nothing. The watch employed [illegible] Middle light [illegible] Latter calm All hands stowing down oil saw a ship a boiling
Latt 59 34 N Long 175 07 E by obs

days Out Sunday June 22 the 1857
257 The first part of these 24 hours [illegible]
All hands employed a stowing down
Middle [illegible] Latter fresh breezes Ship heading from NE to NNE saw nothing
Latt [illegible] Long 175 52 E [illegible]

days Out Monday June 23 the 1857
258 The first part of these 24 hours fresh breezes from ESE Ship heading NE by compass saw a whale leeward got nothing Middle and Latter weather much the same

saw a finback employed starting water and [illegible]
Latt [illegible] Long 175 37 E [illegible]

[illegible] On board Barque [illegible]

Tuesday June 24 the 1857
The first part of these 24 hours [illegible] from ESE Ship heading NE saw finbacks and a sail Middle and Latter weather much the same saw 3 sail Employed starting oil in tanks No obs

Wednesday June 25 the 1857
The first part of these 24 hours [illegible]

[illegible] P.M. spoke the Ship John and Elizabeth of New London [illegible] Middle [illegible] the same [illegible] Latter [illegible]

and draud saw a number of ships
No obs

Thursday June 26 the 1857
271
The first part of these 24 hours [illegible] saw a number

of whales [illegible] to leeward [illegible] Middle [illegible] Latter [illegible] a number of sail [illegible] of them a whaling
— Latt 53.5 N Long 177.52 W

Friday June 27 the 1857
272
The first part of these 24 hours [illegible] saw finbacks [illegible] The [illegible] Middle and Latter [illegible] weather — Latt 54.28 N

Cruising in the Anadir Sea 1857

Ditto Ditto [illegible] June 28th 1857
1 273 The first part of these 24 hours calm and
thick weather [illegible] in sight [illegible] fair [illegible]
Middle part [illegible]
[illegible] with the [illegible]
[illegible] ~~[illegible]~~ 5 [illegible] whale
Latter part [illegible] and a [illegible]
No obs

Ditto Ditto [illegible] June 2[illegible] 1857
4[illegible] The first part of these 24 hours light airs
from S.E. and a thick fog [illegible] in the land and
ice the latter 3 miles off [illegible]
[illegible]
[illegible] inside of the ice [illegible]
[illegible] Middle and Latter part [illegible]
Standing in to the N.E. No Obs

Ditto Ditto Monday [illegible] 3[illegible] the 1857
1 175 The first part of these 24 hours light winds
from the [illegible] at 9 P.M. the fogg lite
up [illegible] ship within a ~~[illegible]~~ miles of the ice
[illegible]
a number of sail in sight Middle
and Latter light breezes from S.E. & thick
[illegible] ship Standing to the N.W. Saw one
sail and no whales
Latitude [illegible] Longitude [illegible]

[illegible]

Lat: Out Tuesday July 1the 1851
[illegible]
[illegible]
[illegible]
Sam Gallagher gon in duty [illegible] Briddle double
[illegible]
[illegible]
[illegible]
[illegible]

[illegible] July 2the 1851
the first part of these 24 hours [illegible]
[illegible]
Briddle [illegible]
[illegible]

Thursday July 3the 1851
The first part of these 24 hours [illegible]
[illegible]
[illegible]
[illegible]
Briddle and Latter [illegible]
[illegible] Starting to the [illegible] 15 Sail in sight [illegible]
doing nothing Latt 63.50 N Long 179.04 W

Friday July 4the 1851
The first part of these 24 hours
[illegible]
[illegible]
[illegible] Briddle and
Latter [illegible] Starting [illegible]
[illegible]
[illegible] the ice [illegible]
Latt 63.53 [illegible]

A [illegible]

day Out 280 Saturday July 5 the 1851
The first part of these 24 hours [illegible] winds from [illegible] [illegible] cruising along close to the ice saw several whales [illegible] [illegible] [illegible] [illegible] saw 15 ships [illegible] [illegible] Middle [illegible] the same chasing whales got nothing as usual Latter calm Employed the same
Lat 72-56 [illegible]

day Out 281 Sunday July 6 1851
The first part of these 24 hours light airs from [illegible] [illegible] cruising along the ice [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a boiling Middle calm part of the time came to Anchor for an hour Latter light winds from [illegible] [illegible] cruising a [illegible] of [illegible] and no whales

day Out 282 Monday July 7 the 1851
The first part of these 24 hours light winds [illegible] [illegible] [illegible] spoke [illegible] [illegible] [illegible] [illegible] and [illegible] Middle weather the same Latter calm went in to the ice saw nothing spoke the ship [illegible] of [illegible] helped to [illegible] her out from the ice
[illegible]

[illegible] 1857
[illegible]
[illegible] Middle [illegible]
[illegible] from N E Ship Steering S saw finbacks
No [illegible]

[illegible] 1857
The [illegible] these 24 hours fresh breezes
[illegible] fine weather Ship Steering
[illegible] Morea.
Middle and [illegible]
Ship Steering S S E under double reefed
top sails and fore sail the Morea in sight
at 9 A M thick weather

[illegible] 1857
[illegible]
[illegible] thick weather [illegible]
[illegible]
[illegible] Middle [illegible]
[illegible]
N E thick weather [illegible]

[illegible]
[illegible]
[illegible]
Middle and Latter [illegible]
[illegible]
Lat [illegible]

[illegible] 1857
[illegible]
[illegible]
[illegible] Middle and Latter [illegible]
ing so [illegible]

[illegible]
[illegible]
[illegible]
[illegible] Middle and Latter
[illegible]
[illegible]
[illegible]

Cruising for whales in the Anadir Sea

Days Out
3[illegible]
Monday July 14th 1851
[illegible] breezes from the westward the Ships a laying [illegible] for [illegible]
[illegible]
[illegible]
× [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
from [illegible] the Ship a laying in company with the Minerva Smith close to the wreck of the America (No Obs

Days Out
3[illegible]
Tuesday July 15th 1851
[illegible] breezes from the westward the Ship a laying in company with the Minerva Smith the Ship [illegible] and Ship
× [illegible] of [illegible] a distributing the America Ships company [illegible] Ships (Middle light weather - Spoke the [illegible] the Capt came on board and took 5 of the America crew [illegible]
[illegible] on board of the Ship [illegible]
Lat [illegible] Lon [illegible]

days Out
3[illegible]
× Wednesday July 16th 1851
[illegible] from [illegible] the wreck of the America [illegible]
[illegible]
[illegible] main sail and [illegible]
[illegible]
[illegible] Lat [illegible] Long No Obs
[illegible] George [illegible]
[illegible]

Remarks on board [illegible]

Days out 272 Thursday July 17the 1857
The first part of these 24 hours fresh breezes [illegible] the Ship a cruising saw nothing Middle weather the same the latter fresh gales [illegible] in sight [illegible]

Days out 273 Friday July 18the 1857
The first part of these 24 hours fresh gales [illegible] standing [illegible] under short sail saw one sail to leeward Middle and latter weather much the same Ship [illegible]

Days out 274 Saturday July 19the 1857
The first part of these 24 hours fresh breezes from SSE [illegible] standing [illegible] fogg at 1 PM spoke the ship [illegible] of [illegible] saw nothing this [illegible] Middle weather much the same Latter light [illegible] and clear weather saw nothing but land ice and [illegible] sail bent the chains and got the Anchors off of the [illegible]
Latt 54 [illegible] Long [illegible]

Days out 275 Sunday July 20the 1857
The first part of these 24 hours [illegible] the Ship [illegible] Middle and Latter weather [illegible] laward [illegible]

Days out 276 [illegible] 1857
[illegible] Middle and [illegible]

Cruising in the Anadir Sea 1851

days Cruis
1 47

Tuesday July 22 the 1851
The first part of these 24 hours fresh [illegible] from S.E. by compass ship standing S.W. by S saw three sails no whales [illegible] middle weather the same latter light breezes from S.E. ship standing S.W.
Latt 53.23 N Long 179.43 W by obser

days Cruis
1 48

Wednesday July 23 the 1851
The first part of these 24 hours [illegible] [illegible] [illegible] thick weather spoke the ship [illegible] of Fairhaven
middle and latter [illegible] the same
[illegible] Latt 53 [illegible] Long [illegible]

days Cruis
1 49

Thursday July 24 the 1851
The first part of these 24 hours light airs [illegible] spoke the ship [illegible] [illegible]
middle and latter weather the same 1 sail in sight
no obs

days Cruis
1

Friday July 25 the 1851
The first part of these 24 hours light airs and thick fogg from S.S.W. by compass ship heading [illegible]
[illegible]
no obs

days Cruis
1

Saturday July 26 the 1851
The first part of these 24 hours [illegible] and thick fog from S.S.W. ship heading [illegible]
middle and latter [illegible]
thick fog [illegible]

Remarks On board Barque [illegible]

days Out 352 Sunday July 27th 1851
The first part of the day [illegible] light breezes [illegible] [illegible] [illegible] [illegible] Middle calm [illegible] breezes from SSE thick and rainy
No Obs

days Out 353 Monday July 28th 1851
The first part of these 24 hours [illegible] Middle and Latter light [illegible] [illegible] thick and rainy [illegible]
Lat 00 36 [illegible] by dead reckoning [illegible]

days Out 354 Tuesday July 29th 1851
The first part of these 24 hours fresh [illegible] from [illegible] [illegible] Middle and Latter [illegible] [illegible] thick weather No Obs

days Out 355 Wednesday July 30th 1851
The first part of these 24 hours fresh [illegible] [illegible] [illegible] thick weather with [illegible] [illegible] Middle and Latter [illegible] [illegible]
Ship heading SSE No Obs

days Out 356 Thursday July 31 the 1851
The first part of these 24 hours [illegible] [illegible] [illegible] Sail [illegible] Latter calm same weather
Lat 57-50 Long 172 30 [illegible]

days Out 357 Friday Aug 1st 1851
The first part of these 24 hours [illegible] Middle and Latter light breezes [illegible]
Lat 56 [illegible] [illegible]

[illegible] for Whales 1851

[illegible] [illegible]
[illegible]
[illegible]
ship steering [illegible] E [illegible] since
[illegible] whales [illegible]
Middle and Latter weather [illegible]
the same [illegible] whales
[illegible]

[illegible] August [illegible] 1851
The first part of these 24 hours [illegible]
[illegible]
[illegible]
[illegible] Middle [illegible]
[illegible]
[illegible]
Latt 55.14 N Long 174.57 W by [illegible]

[illegible] Aug 4th 1851
[illegible] part of these 24 hours [illegible]
[illegible] Middle
[illegible]
coming [illegible]

Tuesday [illegible]
The first part [illegible]
[illegible] Middle
and Latter weather [illegible] the same
Saw a [illegible] in [illegible]
Latt 57.50 N Long 173.18 W by [illegible]

Remarks [illegible] on board [illegible]

[illegible] 312 Wednesday Aug 6th 1851
The [illegible] part [illegible] [illegible]
[illegible]
[illegible] Saw right whales lowered at [illegible] struck one and [illegible] from him [illegible] 7 [illegible]
3 Spaids (?) Middle weather the same Latter
[illegible]
Lat 52.25 [illegible] Long 178.47 [illegible]

[illegible] 313 Thursday Aug 7th 1851
The first [illegible]
[illegible]
Saw a number of [illegible]
[illegible] Middle [illegible]
[illegible] Latter
[illegible]
[illegible] Lat 52.[illegible] Long [illegible]

[illegible] 314 Friday Aug 8th 1851
The first part of these 24 hours fresh
[illegible]
[illegible]
[illegible]
[illegible] Middle and Latter [illegible]
[illegible] 6 Saw
finbacks Lat 52.55 [illegible] Long 170.17 [illegible] by obs

16 Cruising to find whales 1851

Days out 315 Saturday Aug 9th 1851
The first part of these 24 hours [illegible] a [illegible] gale [illegible] [illegible] [illegible] [illegible] Middle [illegible] Latter [illegible]
Lat [illegible] Long [illegible]

Days out 316 Sunday Aug 10th 1851
The first part of these 24 hours [illegible] [illegible] all sail Middle and Latter weather much the same [illegible]
Lat [illegible] Long [illegible]

Days out 317 Monday Aug 11th 1851
The first part of these 24 hours light [illegible] Middle [illegible] Latter [illegible]
Lat [illegible] Long [illegible]

Days out 318 Tuesday Aug 12th 1851
The first part of these 24 hours light [illegible] breezes [illegible] steering W.N.W. land in sight on the Starboard [illegible] Middle fresh [illegible] Latter [illegible]
X steering W.N.W. a long the East side of the Straits

Remarks [illegible] Dagger [illegible]

[illegible] 31 [illegible] Aug [illegible] 1851

The first part of these 24 hours light airs from the Eastward [illegible] Middle [illegible] Standing to [illegible] mentioned of the Bailand [illegible] to Anchor Latter calm and the [illegible] fogg [illegible] to Anchor in 30 [illegible] Dagger [illegible] Anchor

August [illegible] [illegible] 1851

The first part of these 24 hours comenced with calm and a thick fogg [illegible] from [illegible] took our Anchor and stood [illegible] to Anchor [illegible] within 4 milds of the shore 2 boats wente in to look for wood found none Middle and Latter laying to Anchor at 11 A.M took our Anchor and stood to the [illegible] in company with the ship [illegible]

[illegible] Sept [illegible] 1851

The first [illegible] of these 24 hours [illegible] Middle [illegible] Anchor [illegible] within 3 milds of the [illegible] side of the [illegible] 2 boats [illegible] our Anchor and stood to the Sand [illegible] Latter at 7 A.M came to Anchor [illegible] getting off wood

On a Whaling Voyge 1851

Lat By Obs
1 37½

Saturday Aug 16th 1851
The first part of these 24 hours fresh breezes from the northward Ship laying to Anchor within 3 miles of the [illegible] [illegible] a getting off wood. Middle and latter part fine weather at 7 sent the boats for wood got 3 boat loads So ends

Lat By Obs
1 37

Sunday Aug 17th 1851
The first part of these 24 hours fresh breezes from N Ship laying to Anchor All hands employed a getting off wood Middle part [illegible] Weighed Anchor Ship standing to the S Latter part fresh breezes and thick weather Spoke the Ship Otaheite of Bremen 5 whales a boiling saw Humpbacks

Lat By Obs
1 38

Monday August 18th 1851
The first part of these 24 hours fresh breezes and thick weather from [illegible] Ship heading to W Middle and Latter part light breezes Ship standing I saw a plenty of [illegible] signs and 2 sails No Obs

Remarks on board of [illegible]

Days Out 315

Tuesday Aug 19th 1857

The first part of these 24 hours light winds from the N Ship Standing to the [illegible] [illegible] the boats and [illegible] [illegible] [illegible] Spoke the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle part [illegible] Latter part [illegible] from the westward [illegible] Standing to the Southward 3 Sails in Sight Saw finbacks

Lat [illegible] Long 171.37 [illegible]

Days Out 316

Wednesday Aug 20th 1857

The first part of these 24 hours light winds from [illegible] Ship Standing [illegible] and [illegible] Middle [illegible] off and on [illegible] Island Latter fresh breezes from [illegible] Spoke the Ship Lagoda of New Bedford the Island in Sight

Days Out 317

Thursday Aug 21 the 1857

The first part of these 24 hours light breezes from [illegible] [illegible] [illegible] Middle [illegible] [illegible] Ship Standing to the [illegible] Standing [illegible] No Obs

Days Out
318

Friday Aug 22 the 1851
The first part of these 24 hours
light breezes from N E Ship standing
N N W by compass at 6 P M Spoke the
Ship Paragon [illegible] Middle and Latter
part breezes from S E Ship a [illegible]
to the Northward Spoke the Ship
Roman [illegible] Ship bound out of the
Straits

Days Out
319

Saturday Aug 23 the 1851
The first part of these 24 hours
fresh breezes from N N W by compass
Ship standing to the Westward
Spoke the Ship Adaline of [illegible]
Illanois and the French Ship Nause
Middle and Latter weather much the
same Ship Standing to the N E Saw
one Sail Latt [illegible]

Days Out
320

Sunday Aug 24 the 1851
The first part of these 24 hours fresh
breezes from N N W by compass Ship
standing [illegible] Bark
[illegible] Ship
[illegible] Middle [illegible] except the
[illegible] Sail Latter [illegible]
[illegible] the Bark [illegible]
[illegible] the [illegible]
[illegible]

Remarks on board [illegible] [illegible]

[illegible] Cut
1 331

Monday Aug 2[illegible]th 1857
The first part of these 24 hours fresh breezes from the [illegible] the ship heading to the W [illegible] the ship [illegible] miles to the [illegible] of the East side [illegible] in sight. Middle and Latter weather [illegible] the same ship standing [illegible]
Latt 68°10' N Long [illegible] Obs

[illegible] Cut
1 332

Tuesday Aug 25th 1857
The first part of these 24 hours fresh breezes from [illegible] ship steering [illegible] the ship [illegible] Middle part [illegible] and fair weather Latter [illegible] ship steering

[illegible] Cut
1 333

Wednesday Aug 27 the 1857
The first part of these 24 hours light airs from [illegible] ship steering S by compass in company with the Ship Oceanic Middle part [illegible] fresh breezes from N W ship steering [illegible] in company [illegible] the [illegible] and [illegible] St Lawrence Island in sight

On a Whaling Voyage 1857

Days Out 334 — Thursday Aug 28 the 1857
The first part of these 24 hours light breezes from N.N.E. by [illegible] ship steering S by W [illegible] from [illegible] Middle and Latter light baffling wind
Latt 53 37 N Long No Obs

Days Out 335 — Friday Aug 29 the 1857
The first part of these 24 hours light airs from the N.E. ship heading to the Westward Middle light breezes from the Eastward ship steering to the [illegible] Latter fresh breezes N.E. and thick weather No Obs

Days Out 336 — Saturday Aug 30 the 1857
The first part of these 24 hours fresh gales from N.E. and thick weather ship steering S by W Middle and Latter weather much the same. Shake the ship [illegible] boiling Latt 51 05 N Long No Obs

Days Out 337 — Sunday Aug 31 the 1857
The first part of these 24 hours moderate breezes from the N.E. a heavy sea [illegible] [illegible]
Middle and Latter fresh breezes the ship is cruising at [illegible] saw 2 whales lowered did not see them after Latt [illegible] Long 174 [illegible]

The Boats [illegible]

Remarks on board [illegible]

Dist. [illegible] / 338

Monday Sept 1the 1857
The first part of these 24 hours
light breezes from NE by compass
the ship a cruising saw a finback
Middle and Latter [illegible]
the same [illegible] whales
[illegible] 3 [illegible] sight
Lat [illegible] Long 175 [illegible]

Dist. [illegible] / 339

Tuesday Sept 2nd 1857
The first part of these 24 hours light
breezes from the [illegible] the ship
[illegible] whales
[illegible] 3 Sperm in sight
Middle and Latter [illegible]
[illegible] fresh gale
[illegible] from [illegible]
Lat [illegible] Long [illegible]

Dist. [illegible] / 340

Wednesday Sept 3the 1857
The first part of these 24 hours
[illegible] from [illegible] by compass
the [illegible] from
[illegible] and [illegible]
[illegible]
[illegible] the [illegible]
[illegible] of New Bedford
[illegible] Middle and Latter
[illegible] fresh gale from [illegible]
[illegible] laying too under short
sail thick and rainey
No [illegible]

On a Whaling Voyage 1851

[illegible] 341 Thursday Sept 4the 1851
The first part of these 24 hours
blowing a fresh gale from the
Northward Ship laying too
under short sail Middle weather
the same Latter more moderate
made Sail Ship Standing to the
NWd Saw a sails and no whales
Latt 61.13 N Long No Obs

[illegible] 342 Friday Sept 5the 1851
The first part of these 24 hours
fresh breezes from NNW [illegible]
Ship Standing to the Eastward thick
weather Spoke the Ship Sala Anne
of [illegible] 2 whales Middle
and Latter fresh gales Ship laying too
under short sail
Latt 60.31 N Long No Obs

[illegible] 343 Saturday Sept 6the 1851
The first part of these 24 hours
fresh gales from [illegible] by compass Ship
Standing to the Wd & NWd in company
with the Sala Anne Saw finbacks
Middle moderate breezes Latter light
[illegible] getting the Anchors on the
[illegible] and unbending the chains Saw
finbacks
Latt 58.31 N Long 175.34 W [illegible]

Remarks [illegible] [illegible] Barque [illegible]

[illegible] 344 Sunday Sept 7th 1851
This first part of these 24 hours calm [illegible] [illegible] main topsail [illegible] [illegible] light & Middle weather the same Latter light [illegible] from [illegible] [illegible] [illegible] [illegible]
Latt 53.13 [illegible] Long 175.50 [illegible]

[illegible] 345 Monday Sept 8th 1851
This first part of these 24 hours fresh breezes from [illegible] [illegible] steering [illegible] [illegible] [illegible] [illegible] reefs and [illegible] [illegible] the [illegible] Middle weather the same [illegible] steering [illegible] Latter [illegible] [illegible] [illegible] Ship steering the same
Latt 58.20 [illegible] Long 178.50 [illegible]

[illegible] 346 Tuesday Sept 9th 1851
The first part of these 24 hours fresh gales from [illegible] [illegible] ship steering [illegible] [illegible] [illegible] [illegible] Middle and Latter moderate turned the reefs out and set the main top gallant sail steering [illegible]
No obs

On a Whaling Voyage 1857

Days Out 347 Wednesday Sept the 9th 1857
The first part of these 24 hours
fresh breezes from the [illegible] by compass
ship steering [illegible] Middle
and latter part the weather much the
same Ship Steering W.S.W. No Obs

Days Out 348 Thursday Sept 10th 1857
The first part of these 24 hours
fresh breezes from S.E. by compass
ship steering [illegible]
Middle wind hauled to N.E. ship
heading [illegible] Latter part [illegible] the
same Latt No Obs

Days Out 349 Friday Sept 11th 1857
The first part of these 24 hours
light breezes and cloudy weather
from N.E. by compass ship heading
N.W. [illegible]
[illegible] Middle light breezes
from the [illegible] ship [illegible]
[illegible] Latter light
baffling wind [illegible] the
fore top sail
Latt

Days Out 350 Saturday Sept 13th 1857
The first part of these 24 hours light
breezes [illegible] by compass Ship heading
[illegible] finished [illegible] the fore top
sail and [illegible] Middle
and Latter [illegible] ship
[illegible]
[illegible] bearing N.W. by compass 30 miles
distant

Remarks on board [illegible] Diana [illegible]

Days Out 351 Sunday Sept 13th 1857
The first part of these 24 hours light
baffling airs Ship standing in to the Eastward
[illegible] Middle weather the
same Latter light breeze from NNE
[illegible] tacked ship heading to the [illegible] saw
plenty of Kite whales lowered got nothing
Latt 55.07 Coper Island 20 miles
to the SSE

Days Out 352 Monday Sept 14th 1857
The first part of these 24 hours
light breezes from NNE [illegible]
Ship steering [illegible] saw Kite whale
lowered got nothing as usual at 5
P M the W end of Coper Island
baring S E 12 miles dist Middle and
Latter part was employed stowing
down oil that was in tanks The
South End of Behrends Island 10
miles off baring to the N and E

Days Out 353 Tuesday Sept 15th 1857
The first part of these 24 hours
was employed a stowing down oil
in [illegible] Middle weather light
[illegible] off from the land Latter
light breezes from the [illegible] and Ship
standing in for the Land

On a Whaling Voyage 1851

Days out 354
Wednesday Sept 17 the 1851
The first part of this 24 hours
light breezes from WNW by compass
Ship standing in for the Land. At
3 P.M. 4 boats went in a fishing
[illegible] nothing the boats came off at
5 P.M. [illegible] Ship heading off NW
Middle light baffling air Latter
light breezes from NE Ship Steering
W by S So Ends

Days out 355
Thursday Sept 18 the 1851
The first part of these 24 hours
light breezes from SW by compass
Ship Steering W by S Middle light
air Latter part fresh breezes from N Ship
Steering WSW saw the land at daylight
Latter weather the same [illegible]
[illegible] the [illegible] Ship on the wind
heading [illegible] [illegible] a cruising Ship
Latt 53.59 N Long 162.18 E by obs

Days out 356
Friday Sept 19 the 1851
The first part of these 24 hours light
breezes from SW [illegible] Ship head-
ing SSE [illegible] cruising Ship
Middle winds [illegible] [illegible] Ship
heading from [illegible]
Latter wind from [illegible]
Ship heading off to S [illegible] [illegible]
Main top gallin sail
Latt 53.00 N Long 162.15 E by obs

[illegible]

Days out
357

Saturday Sept 20th 1857
[illegible] light
breezes [illegible]
[illegible] Middle [illegible] breezes [illegible]
[illegible] In same [illegible]
[illegible] down to a double reefed main
top sail and fore sail thick and rainy
Latter wind [illegible]
and moderated ship heading N [illegible]
[illegible] made all sail [illegible] weather
[illegible]
Latt 53 [illegible] Long 161.54 [illegible] Dist 133 [illegible]

Days out
358

Sunday Sept 21st 1857
The first part of these 24 hours commenced
with light breezes from [illegible] compass
ship heading to the [illegible]
wind breezed up to a fresh breeze double
reefed the top sails took in main sail
[illegible] and fore top sail [illegible]
sail braces [illegible] close reefed the main
top sail ship steering [illegible] Middle
weather the same Latter weather [illegible]
[illegible] made all sail steering [illegible]
Latt 51.05 N Long 162.48 [illegible]

Days out
359

Monday Sept 22nd 1857
The first part of these 24 hours fresh
breezes from [illegible] compass [illegible]
[illegible] Middle [illegible]
[illegible] Latter part [illegible]
[illegible]
[illegible]
Latt 49.17 N Long [illegible] 3.49 [illegible]

Bound to the Southward

days out
360

Tuesday Sept 23 the 1857
The first part of these 24 hours
light breezes from S.W. by compass
Ship steering S.S.E. Middle and
Latter light baffling wind ship
heading S.S.E. and S.
Latt 48.09 N Long 164.01 E by obs

days out
361

Wednesday Sept 24 the 1857
The first part of these 24 hours
light breezes from W by compass ship
steering S.S.E. Middle blowing a fresh
gale wind hauled to the S.W. took in
sail down to a close reefed main
top sail and fore sail wore ship
to the S.E. Latter wind W.S.W. steer
ing S.S.E. carrying all prudent sail
Latt 46.35 N Long 165.15 E by obs

days out
362

Thursday Sept 25 the 1857
The first part of these 24 hours
fresh gales from W.N.W. by compass
Ship steering S.S.E. under double reef
ed top sails and fore sail
Middle weather much the same
Latter moderate under all sail
Latt 44.17 N Long 166.33 E by obs

Remarks on board Barque [illegible]

days Out
363

Friday Sept 26th 1857
The first part of these 24 hours light breezes from the [illegible] ship heading [illegible] and [illegible] the [illegible]. Middle [illegible] wind [illegible] Latter part till 10 AM a light breeze from S.E. ship heading S.S.W. employed repairing the jib
Lat 43.09 N Long [illegible]

days Out
364

Saturday Sept 27th 1857
The first part of these 24 hours light breezes and thick weather from the S.E. ship heading [illegible] finished repairing jib and bent the same. Middle blowing a gale from S.E. at 11 under a close reefed main topsail. At 4 AM wind veered to the [illegible] ship in the [illegible] made sail double reefed topsails and [illegible] jib
Latter weather much the same [illegible] wind [illegible]
Latt 42.06 N Long 168.04 E by obs

S[illegible] in the [illegible] day Out

days Out
365

Sunday Sept 28th 1857
The first part of these 24 hours light breezes from the N.W. ship heading [illegible] under all sail. Middle and Latter part nothing new. [illegible]

days Out
366

Monday Sept 29th 1857
The first part of these 24 hours light breezes from S.E. ship heading [illegible] [illegible] in the [illegible]. Middle at 1 AM fresh gales from S.E. ship heading [illegible] double reefed the topsails Latter blowing the same under [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible]

[illegible] Rienzi in the [illegible] Ocean 1851

[illegible] 1 365

Tuesday Sept 30th 1851
The first part of these 24 hours moderate breezes and rainy from NNE by compass ship steering S.S.E. carrying all prudent sail Middle fresh gales from [illegible] Latter squally and rain at 10 Am handed the main top gallin sail and double reefed the main top sail So ends

[illegible] 1 366

Wednesday Oct 1st 1851
The first part of these 24 hours fresh gales from NNE by compass ship steering SSE under double reefed top sails courses and jib At 4 P.M. turned a reef out of the main top sail and set main top gallin sail Middle [illegible] the same Latter moderate [illegible] So ends

[illegible] 1 367

Thursday Oct 2nd 1851
The first part of these 24 hours moderate breezes from NE by compass ship steering SSE Middle and Latter [illegible] washing and drying [illegible]
Latitude 34.21 S Long 16.25 E by Chr

Remarks on board Barque [illegible]

Days Out 368
Friday Oct 3 the 1857
The first part of these 24 hours light breezes from the S.E. to S.S.E. by compass Ship heading S.S.W. and S.W. employed washing and drying bone Middle and Latter weather about the same a drying bone Latt 33.05 N Long 157.17 E by obs

Days Out 369
Saturday Oct 4 the 1857
The first part of these 24 hours light breezes from the S.E. Ship heading S.W. employed drying bone Middle and Latter weather the same Latt 32.18 N Long 158.02 E by obs

Days Out 370
Sunday Oct 5 the 1857
The first part of these 24 hours light breezes from the S.E. by compass Ship heading from S.W. to S.S.W. Middle and Latter light baffling airs
Latt 31.52 N Long 167.34 E by obs

Days Out 371
Monday Oct 6 the 1857
The first part of these 24 hours light baffling airs Ship heading to the S.E. Middle and Latter weather much the same All hands employed cleaning ship
Latt 31.27 N Long 168.09 E by obs

Days Out 372
Tuesday Oct 7 the 1857
The first part of these 24 hours light baffling airs Ship heading S.E. All hands employed washing ship outside [illegible]
Middle and Latter calm a fitting main top-stay Latt 31.30 N Long 168.07 E by obs

Days Out 373
Wednesday Oct 8 the 1857
The first part of these 24 hours light airs from S.E. Ship heading S.W. Middle and Latter weather the same Employed washing the ship
Latt 30.06 N Long 168.04 E by obs

Ship Bound to the Southward 1857

Days Out 374

Rems
Thursday Oct 9th 1851
The first part of these 24 hours light airs from E.N.E by compass Ship Steering S.E by S Sent aloft Studding Sail booms
Middle light breezes Latter light baffling airs Employed fitting rigging
Latt 29.00 N Long 167.54 E by Chr

Days Out 375

Rems
Friday Oct 10th 1857
The first part of these 24 hours light airs from E.N.E Ship Steering S.E by S & fitting rigging knotting [illegible]
Middle weather the same Employed the same
Latt 28.34 N Long 169.11 E by Chr

Days Out 376

Saturday Oct 11th 1857
Rems The first part of these 24 hours light breezes from N.E by compass Ship Steering S.E by S Employed fitting rigging At 4 P.M Set fore Top Mast and Main Top Gallant Studding sails Middle Squally took in Studding sails Latter light breezes from E by S Ship heading S by E Rems The watch Employed fitting rigging making Spunyarn &c

Latt 27.40 N Long 169.14 E by Chr

Days Out 377

Sunday Oct 12th 1857
Rems The first part of these 24 hours light breezes from E by compass Ship heading S.S.E The watch [illegible] [illegible] [illegible] Middle Squally Latter breeze from [illegible] heading S.S.W
Latt 25.15 N Long 169.32 E by Chr

Remarks on board Barque [illegible]

days Out 378
Monday Oct 13 the 1857
The first part of these 24 hours light baffling airs Ship heading N E
Middle fresh [illegible] from [illegible]
ship steering S E Latter light breezes from N E Employed making a fly jib
Latt 24.30 N Long 170.57 E by Chr

days Out 379
Tuesday Oct 14 the 1857
The first part of these 24 hours light airs from N E Ship steering S E employed fitting rigging
Middle light baffling airs Latter light breezes from N E Employed as usual
Latt 23.33 N Long 171.20 E by Chr 171.30 by dis

days Out 380
Wednesday Oct 15 the 1857
The first part of these 24 hours light breezes from [illegible] and squalls Ship steering S E
Employed fitting rigging Middle and Latter baffling winds Ship steering S E [illegible]
Latt 21.31 N Long 172.05 E by Chr

days Out 381
Thursday Oct 16 the 1857
The first part of these 24 hours light breezes from [illegible] Ship steering S E [illegible] employed in ship's duty Middle and Latter baffling winds still [illegible] from S E to S S W
Latt 20.35 N Long 172.08 E by Chr

days Out 382
Friday Oct 17 the 1857
The first part of these 24 hours light baffling airs from the Eastward Ship heading [illegible] from [illegible] employed fitting rigging Middle and Latter the same [illegible]
Latt 19.58 N Long 170.05 E by Chr

days Out 383
Saturday Oct 18 the 1857
The first part of these 24 hours light airs from [illegible] Ship heading [illegible] fitting rigging Middle the same Latter light breezes from [illegible] Ship heading S E Sent up the fore topgallant mast and [illegible]

Bound to the Westward 1851

Days Out
384
Sunday Oct 19th 1851
The first part of these 24 hours light
breezes from E.N.E. Ship steering W by
compass employed setting up [illegible] [illegible]
Main Royal Middle and Latter weather
much the same Latt 14.27 Long 172.52 E by obs

Days Out
385
Monday Oct 20th 1851
The first part of these 24 hours light breezes from
E.N.E by compass Ship steering W by N carrying all sail
out [illegible] Middle weather much the same
Latter squally at 4 P.M took in all sail at 12 M
under all sail again
Latt 15.25 N Long 173.21 E by obs

Days Out
386
Tuesday Oct 21st 1851
The first part of these 24 hours baffling winds
from E.N.E to N by S Ship heading from W to
[illegible] squalls of rain Middle squally done
we reefed the top sails Latter light baffling
airs light [illegible] [illegible] [illegible]
Latt 14.10 N Long 172.53 E by obs

Days Out
387
Wednesday Oct 22nd 1851
The first part of these 24 hours light
baffling airs Ship heading from S.W. to [illegible]
Middle light breezes from E.N.E. Ship steering
W Latter weather the same steering W by
compass Latt 12.45 N Long 173.37 E by obs

Days Out
388
Thursday Oct 23rd 1851
The first part of these 24 hours fresh breezes
from E.N.E by compass Ship steering W
Middle weather much the same Latter
squally ship [illegible] all sail [illegible]
[illegible]
Latt 10.35 N Long 174.04 E by obs

Remarks on board Barque Harvest

Days Out
1 389

Friday Oct 24 the 1851
The first part of these 24 hours fresh breezes and squally from E.N.E by compass ship heading [illegible] setting up the fore [illegible] [illegible] back stays Middle light breezes and squally at [illegible] A.M. double reefed the top sails Latter light baffling winds and squalls of rain ship heading from S to [illegible]
No Obs

Days Out
1 390

Saturday Oct 25 the 1851
The first part of these 24 hours light baffling winds and squalls of rain ship heading from S to [illegible] Middle wind E N E ship steering E by S at 1 A.M. [illegible] double reefed the top sails Latter wind more steady set all sail ship heading [illegible] setting up the main rigging At 11 A.M. saw what we called a Sperm whale to leeward [illegible] [illegible] after [illegible]
Latt 7.33 S Long at 2 P.M. 174.32 [illegible]

Days Out
1 391

Sunday Oct 26 the 1851
The first part of these 24 hours light breezes from the E.S.E by compass ship heading S [illegible] fitting rigging Middle calm & [illegible] Latter light baffling winds and thick rainy weather ship heading S [illegible] No Obs

Bound to Ascension 1857

days Out 392

Monday Oct 27th 1857
The first part of these 24 hours light breezes and thick weather from S.E. the Ship heading S.W. Middle calm Latter At 6 A.M. a fresh breeze from N.E. it lasted till [illegible] with rain. Ship Steering S.E. Latt 5.29 S Long at 2 P.M. 17.54 [illegible]

days Out 393

Tuesday Oct 28th 1857
The first part of these 24 hours light airs from [illegible] Ship Steering [illegible] [illegible] Middle light airs from N. Ship Steering S.E. Latter light breezes from N.E. Ship Steering S.E. Latt 5.00 S Long 2 P.M. 17.55 [illegible]

days Out 394

Wednesday Oct 29th 1857
The first part of these 24 hours light baffling airs from the westward Ship heading from S. to W. [illegible] fitting rigging Middle breezes from S.E. to N.E. Ship Steering S.E. Latter weather much the same fitting rigging Latt 5.31 S Long 2 P.M. 17.42 [illegible]

days Out 395

Thursday Oct 30th 1857
The first part of these 24 hours light breezes from [illegible] [illegible] Ship Steering S.E. [illegible] fitting rigging Middle [illegible] the same Latter light airs but a [illegible] rain.

Latt 5.20 S Long 2 P.M. 17.20 [illegible]

days Out 396

Friday Oct 31st 1857
The first part of these 24 hours commenced with calm at 2 P.M. light air from [illegible] Ship heading [illegible] Middle light baffling airs and squalls of rain Ship Steering [illegible] the weather unsettled
Latter light breezes from the [illegible] Ship Steering S.E. by compass Thick weather No Obs

Remarks On board [illegible] James Maury

days Out Saturday Nov 1 the 1851
1 397 The first part of these 24 hours light baffling airs and a heavy rain The ship [illegible] to the Westward Middle and Latter light airs from the [illegible] Latt 5.22 N Long 171.26 by obs

days Out Sunday Nov 2 the 1851
1 398 The first part of these 24 hours light breezes [illegible] compass ship steering [illegible] [illegible] Middle wind hauled to [illegible] ship steering [illegible] Latter part [illegible] course the same Latt 5.22 N Long 170.20 by obs

days Out Monday Nov 3 the 1851
1 399 The first part of these 24 hours light breezes from [illegible] compass ship steering [illegible] Middle wind hauled to [illegible] ship steering W by S Latter part the same fitted and set up the main [illegible] stay Latt 5.11 N Long 169.55 by obs

days Out Tuesday Nov 4 the 1851
1 400 The first part of these 24 hours light breezes from [illegible] compass ship steering [illegible] Middle and Latter part much the same ship steering W by S and W Setting up the head rigging Latt 5.12 N Long 167.52 by obs

days Out Wednesday Nov 5 the 1851
1 401 The first part of these 24 hours light breezes from [illegible] compass ship steering [illegible] Middle [illegible] steering [illegible] Latter wind hauled [illegible] course the same Latt 5.10 N Long [illegible] by obs

days Out Thursday Nov 6 the 1851
1 402 The first part of these 24 hours light airs from [illegible] ship steering [illegible] Middle [illegible] Latter [illegible] course the same Employed repairing the Main Sail Latt 5.59 N Long [illegible]

Bound for Ascencion 1851

day Out Friday Nov 7 the 1851
483 The first part of these 24 hours light [illegible]
from E by compass Ship steering [illegible]
a shower of rain finished rehanging the main sail
and bent the same [illegible]
Middle and Latter parts light [illegible]
Ship steering the same
Latt 5.13 N Long by Chr 153.34 [illegible]

day Out Saturday Nov 8 the 1851 skipped Sunday
1 484 The first part of these 24 hours light wind
from the Southward Ship steering N E by E
Middle [illegible] Latter light [illegible]
Latt 5.13 N Long 153.15 [illegible]

day Out Monday Nov 10 the 1851
1 485 The first part of these 24 hours light wind from
the [illegible] Ship steering [illegible] Middle light
breezes Latter fresh breezes and thick squally
weather at 8 A M saw land [illegible] Steering [illegible]
[illegible] thick rainy weather shortened sail laying
to heading N W So Ends

day Out Tuesday Nov 11 the 1851
1 486 The first part of these 24 hours fresh breezes from the
S E by compass and thick and rainy Ship laying too
at 3 P M cleared up made all sail steering
[illegible] saw land bearing [illegible] steering for it
thought to be Strongs Island at sunset 20 miles
off Middle fresh breezes and squalls
[illegible] shortened sail laying too [illegible]
[illegible] Latter light breezes
at sunrise made all sail steering for the
land [illegible] at 9 [illegible]
[illegible] and [illegible] So Ends

[illegible] Remarks in [illegible] [illegible] [illegible]

days Out 407 Wednesday Nov 12 th 1857
The first part of these 24 hours light breezes from S.E. and a ship standing in for the northern with the breaking off of the [illegible] [illegible] point [illegible] off from Shore and [illegible] came up and [illegible] at 3 P.M. came to Anchor in 16 fathoms with 45 fathoms chain furled the sails and sent all hands on shore Middle and squally weather all hands on shore but enough to take care of the ship

days Out 408 Thursday Nov 13 the 1857
The first part of these 24 hours a succession of rain squalls the ships company on liberty Middle rainy thunder and lightning Latter light squalls of rain the watch on liberty [illegible] getting [illegible] water

days 409 Friday Nov 14 the 1857
The first part of these 24 hours a heavy rain Middle weather the same Latter showers [illegible] the watch on shore the watch [illegible] getting [illegible] wood and water

days Out 410 Saturday Nov 15 the 1857
The first part of these 24 hours light weather and showers of rain the watch on liberty [illegible] Middle [illegible] Latter [illegible] getting off water

days Out 411 Sunday Nov 16 the 1857
The first part of these 24 hours [illegible] rain [illegible] Middle & Latter [illegible] dry weather the watch on liberty

Laying in to Strongs Island

days Out 412
Monday Nov 17 the 1851
The first part of these 24 hours fresh winds and dry weather discharged the Stranger and the bottoms Middle Small [illegible] rain Latter [illegible] weather the watch [illegible] rafting water and stacking wood

days Out 413
Tuesday Nov 18 the 1851
The first part of these 24 hours fine weather employed stowing water Middle and Latter fresh breezes from the Eastward and dry weather Employed getting off wood a watch on liberty

days Out 1 414
Wednesday Nov 19 the 1851
The first part of these 24 hours fresh winds to the Eastward Employed getting off wood Middle Small of rain [illegible] or running Latter pleasant The watch on liberty Employed Stowing wood

days Out 1 415
Thursday Nov 20 the 1851
The first part of these 24 hours Some showers of rain Employed Stowing down water and wood At 3 P.M. [illegible] and [illegible] was [illegible] on board by the King and put in Irons Middle and Latter weather much the same a watch on liberty getting off wood

days Out 1 416
Friday Nov 21 the 1851
The first part of these 24 hours Employed getting on board 2 loads of wood Middle [illegible] Latter dry weather and [illegible] Employed rolling out and [illegible] the water casks

days Out 1 417
Saturday Nov 22 the 1851
~~Middle and~~
The first part of these 24 hours dry weather Employed [illegible] the [illegible] and Middle fresh squalls from the N E Latter part moderate and dry weather, a watch on liberty Employed [illegible] the [illegible]

Remarks in [illegible] Barque [illegible]

Days Out 418 Sunday Feb 23 the 1857
The first part of these 24 hours fresh breezes from [illegible] [illegible] getting off wood Middle and Latter weather the same [illegible] ready for sea waiting for a wind All hands [illegible] [illegible] [illegible] enough to take care of the ship

[illegible]

Days Out 419 Monday Feb 24 the 1857
The first part of these 24 hours fresh breezes from the [illegible] Middle weather the same Latter light [illegible] [illegible] [illegible] to warp the ship [illegible] the [illegible] warped [illegible] 1/4 of a mile came to Anchor and sent all hands ashore

Days Out 420 Tuesday Feb 25 the 1857
The first part of these 24 hours commenced with light airs from the Southward At [illegible] P M took our Anchor and towed the ship in to the range wind dead ahead dropped anchor in 20 fathoms Middle and Latter fresh breezes from the Eastward ship [illegible] windbound got off 4 casks of water

Days Out 421 Wednesday Feb 26 the 1857
The first part of these 24 hours light baffling airs from the Eastward and [illegible] [illegible] Middle [illegible] squalls of wind and rain Latter [illegible] [illegible] took our Anchor and [illegible] to the ship out [illegible] ground [illegible] [illegible]

[illegible]

Days Out 422 Thursday Feb 27 the 1857
The first part of these 24 hours [illegible] [illegible] Middle weather [illegible] Latter calm At 5 P M took our Anchor and towed [illegible] [illegible] and a heavy swell let go the Anchor close [illegible] [illegible] [illegible] [illegible] [illegible] land [illegible] [illegible] from the land bearing to the [illegible]

Bound to the Westward 1851

[illegible] 713 Friday [illegible] 1851
[illegible] [illegible] of these 24 hours [illegible] from [illegible] Ship laying off and on [illegible] All hands employed Stowing Anchors and chains landed the 2 men that belonged to the Ship [illegible]
Middle and [illegible] [illegible] steering [illegible]
Latt [illegible]

[illegible] 714 Saturday Nov 29th the 1851
The first part of these 24 hours light [illegible] from [illegible] by compass Ship steering [illegible]
Middle and latter [illegible] at 4 A M saw [illegible] steering for them
Latt 0°15 N Long 166°52 E by obs

[illegible] 715 Sunday [illegible] 1851
[illegible]
[illegible]
went in Shore but not land as the natives [illegible]
[illegible]
[illegible] at 7 A M hauled aback under the lee [illegible] cocoanuts and turtle [illegible] for Hogs and fowl

The Carpenter off duty sick

[illegible]

[illegible]
Monday Dec 1th 1851
[illegible]
[illegible]
[illegible] Whales [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]
Tuesday Dec 2th 1851
The first part of these 24 hours comenced with
[illegible]
[illegible]
[illegible]
at 6 P M got all on board and squared away
[illegible] Middle [illegible] the same
[illegible] from 11 P M [illegible]
4 A M Latter fresh [illegible] at 10 A M
[illegible]

[illegible]
Wednesday Dec 3th 1851
The first part of these 24 hours [illegible]
[illegible] P M [illegible]
at the Entrance of Sea Harbour [illegible]
[illegible] Ship Washing
ton of New Bedford laying off and on
Middle and Latter [illegible]
top sails fore sail and jib at 11 A M [illegible]
[illegible]
[illegible]
house

Log [illegible] December 1851

Days out 429 — Thursday Dec 4th 1851
The first part of these 24 hours breeze from N.E. At 3 1/2 P.M. came to Anchor in [illegible] Middle part [illegible] Adams swam away from the Ship and staid [illegible] Latter part [illegible] Adams [illegible] in irons brought him on board and kept him [illegible] in the rigging and floged him

Days out 430 — Friday Dec 5th 1851
The first part of these 24 hours showers of rain got on board some yams Middle and Latter weather the same A watch on liberty

Days out 431 — Saturday Dec 6th 1851
The first part of these 24 hours showers of rain [illegible] Middle weather the same Latter [illegible] the watch came on board and the other watch went on liberty

Days out 432 — Sunday Dec 7th 1851
The first part of these 24 hours [illegible] Middle [illegible] the Anchors and [illegible] the Ship [illegible] one of the [illegible] Latter [illegible] took up Anchors and hauled off [illegible] the [illegible] Anchor

Remarks on board Barque [illegible]

Days Out 133 Monday Dec 8th 1851
The first part of these 24 hours light
breezes from ESE ship laying in Harbour
Middle weather the same Latter
part breezes and squalls of rain from ESE
Ship ready for sea waiting for a wind

Days Out 134 Tuesday Dec 9th 1851
The first part of these 24 hours fresh breezes
from ESE Middle and Latter light breezes
still ESE Ship still wind bound

Days Out 135 Wednesday Dec 10th 1851
The first part of these 24 hours light breezes
from the Northward Ship laying wind bound
Discharged Steward Johnson seaman [illegible] black
Middle calm Latter light airs from [illegible]
at [illegible] weighed anchor and towed out
of the harbour [illegible] of the [illegible]
of the harbour Discharged George W. Clark
seaman [illegible] Stoking [illegible]

Days Out 136 Thursday Dec 11th 1851
The first part of these 24 hours light breezes
[illegible]
[illegible] Middle
light airs Latter light breezes Ship [illegible]
[illegible]
[illegible]
Latt [illegible] 15° 45 [illegible]

Bound to the Westward 1851

Days Out Friday Dec 12th 1851
437 The first part of these 24 hours light
breezes from N.E. Ship steering S.W. by W.
Saw the Raben Islands at sunset bearing
[illegible] [illegible] [illegible] and repairing
[illegible] sail. Middle [illegible] [illegible] ship [illegible]
a back parte of the night. Latter [illegible]
the same [illegible] [illegible] [illegible] [illegible]
[illegible] the same [illegible] [illegible] for the [illegible]
Latt 5.38 N. Long 3 P.M. 157.35 E [illegible]

Days Out Saturday Dec 13th 1851
438 The first part of these 24 hours light
airs from [illegible] with a [illegible] in for
the [illegible] Islands [illegible] side. Middle
calm. Latter part light baffling airs [illegible]
10 miles off at 11 A.M. the Canoe came off
and reported that there were a plenty of
Hogs to be had

Days Out Sunday Dec 14th 1851
439 The first part of these 24 hours light baff
ling airs Ship standing in for the easternmost
Island at Sunset bearing N.N.E. [illegible] [illegible]
7 miles off the Captain went on shore and
came off at 4 P.M. [illegible] nothing. Middle
and Latter part light airs [illegible] [illegible]
on the Captain went in [illegible] after 4 P.M.
for Hogs

Remarks on board Barque [illegible]

Lat Obs
[illegible]

Monday Dec 15th 1851
The first part of these 24 hours light airs
[illegible] S.E. [illegible] boats off and [illegible] at the
[illegible] at 11 P.M. the boat came off with
[illegible] [illegible] at 5 P.M.
[illegible] steering N.E. Middle part [illegible] at 7 P.M.
[illegible] S by compass Latter strong squalls
[illegible] whales [illegible] 2 boats
without success
Latt 4 52 N Longt P.M. 155.40 E by chr

Lat Obs
[illegible]

Tuesday Dec 16th 1851
The first part of these 24 hours commenced with
good breeze from E. At 1 P.M. lowered for
the whales that we chased in the forenoon
the starboard boat were the one did not get fast
at 2½ P.M. a heavy squall [illegible] the main
top sail handed [illegible] sail at 5 [illegible] the courses
[illegible] and spanker Middle light baffling airs
Latter part at [illegible] whales [illegible] the
main [illegible] and lowered 2 boats for the
whales the [illegible] got [illegible]
[illegible] Starboard boat struck
and [illegible]

Lat Obs
[illegible]

Wednesday Dec 17th 1851
The first part of these 24 hours light
[illegible] standing to the [illegible]
[illegible]
[illegible] Middle
[illegible] at 11 [illegible]
to the Northward Latter [illegible]
[illegible]
[illegible] top sail [illegible]
a [illegible] Larboard boat
Latt [illegible] Longt [illegible] 157.05 E by chr

[illegible] Cruising [illegible] 1857

Days Out 443 Thursday Dec 18 the 1857
The first part of these 24 hours fresh breezes from N E ship steering [illegible] All hands employing repairing main top sail Middle light breezes from E N E ship steering [illegible] under easy sail Latter weather the same All hands repairing sail
Latt 3.36 N Long 3 P M 155.24 by chro

Days Out 444 Friday Dec 19 the 1857
The first part of these 24 hours light winds from N E ship steering S W by S All hands employed repairing sails finished the main top sail and bent the same comensed on the fore top sail Middle and Latter weather moderate [illegible] repairing fore top sail
Latt 3.14 N Long 2 P M 155.45 [illegible]

Days Out 445 Saturday Dec 20 the 1857
The first part of these 24 hours [illegible] hands Employed repairing fore top sail and bent the same Middle [illegible] through the night At 6 steering [illegible] N [illegible]
Latt [illegible] Long 155 [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]
5 Monday Dec 21st 1857
The first part of these 24 hours light breezes
[illegible] ship steering [illegible]
Middle [illegible]
[illegible]
[illegible]
Steering [illegible]
[illegible] Lat [illegible] Lon [illegible] 157.24 [illegible]

[illegible]
(441) Tuesday Dec 22nd 1857
The first part of these 24 hours light breezes
and smooth sea [illegible] ship steering [illegible]
Middle the same Latter fresh breezes brought out
[illegible] Lat 5.11 N Long Pdr 153.55 E by obs chr

[illegible]
(448) Wednesday Dec 23rd 1857
The first part of these 24 hours [illegible] breeze
and [illegible] squalls At 4 P.M. [illegible]
[illegible] one of the [illegible]
[illegible] came off had nothing
to sell at 5 P.M. [illegible] the [illegible] sails
Middle laying off and on Latter standing
in for the Island at 10 A.M. [illegible] in to the
land [illegible] squalls split the jib and fore
top mast staysail [illegible] all sail at 11 A.M.
double reefed top sails and courses [illegible] the
jib and fore top mast staysail

[illegible]
(447) Thursday Dec 24th 1857
The first part of these 24 hours light breezes
from [illegible] ship standing in for the land
at 2 P.M. a canoe came off with a few
[illegible] At 4 [illegible] ship steering [illegible] under
short sail At sunset the [illegible]
bearing [illegible] Middle [illegible] and [illegible]
ship standing [illegible]
Latter squally weather [illegible] wore ship
to the [illegible] under [illegible] at 9.11 A.M. on [illegible]
reefed the fore top sails and courses [illegible]
the [illegible]
wore ship to the [illegible] Lat [illegible] obs

[illegible]

[illegible]
[illegible] from E.N.E. Ship steering [illegible]
[illegible] easy sail [illegible] Latter [illegible]
[illegible] N under all Sail
[illegible]

Friday [illegible]
[illegible]
[illegible] and [illegible]
[illegible] the same wave Ship [illegible] Steering
[illegible] wind N.E. under all sail [illegible]
[illegible] employed repairing [illegible]
[illegible] 8.58 N. Lond 2 P.M. 15 [illegible]

[illegible] the 1857
[illegible]
[illegible] steering W.N.W. [illegible] 2 P.M. [illegible]
[illegible]
off [illegible] a back
Latt. 8.52 N. Long 152.40 E at 2 P.M. [illegible]

[illegible]

[illegible] 453 Tuesday Dec 8 the 1857

The first part of these 24 hours [illegible]

[illegible]

[illegible] Middle and Latter light breezes and pleasant weather saw a Finback [illegible]

Lat 10.08 N Long 151.15 [illegible]

Dist 151.04 [illegible]

[illegible] 454 Wednesday Dec 9 the 1857

The first part of these 24 hours [illegible] by compass [illegible] At 5 PM [illegible] the [illegible] insolence Middle and Latter [illegible] the same [illegible] setting [illegible]

Lat 11.33 N Long 149.48 [illegible]

[illegible] 455 Thursday Dec 10th 1857

The first part of these 24 hours [illegible] from [illegible] setting rigging [illegible] Middle and Latter [illegible] employed [illegible]

Latt 13.1[illegible] Long 148.34 [illegible]

[illegible] 456 Friday Dec 11 1857

The first part of these [illegible] setting block straps [illegible]

Lat [illegible]

[illegible] 457 [illegible] 1857

The first part of these [illegible] Latter [illegible]

Lat 14.15 [illegible]

[illegible] 1852

[illegible] 45[illegible] Wednesday Jan 7th 1852
The first part of this day [illegible]
[illegible]
[illegible]
[illegible] Middle [illegible]
[illegible]
[illegible]
[illegible] and came off [illegible]
[illegible] So Ends this day

[illegible] 45[illegible] Friday Jan 9the 1852
The first part of these 24 hours [illegible]
from the [illegible] The
[illegible] of the [illegible]
up to the [illegible]
[illegible] Middle and the
the same [illegible] off
[illegible] and [illegible] So Ends

[illegible] Sunday Jan 11th 1852
The first part of these 24 hours [illegible]
[illegible] from [illegible]
[illegible] Middle [illegible]
[illegible]
[illegible]
[illegible]

[illegible]

All hands [illegible]
out bread &c

Tuesday Jan 6the 1852
The first part of these 24 hours fresh breezes from [illegible]

[illegible]

[illegible] B[illegible] [illegible] and [illegible]

[illegible] [illegible] Jan 10 the 1852
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Latt 8.57 [illegible]

[illegible] Sunday Jan 11 the 1852
[illegible] breezes [illegible]
[illegible] and [illegible] the same
Middle and Latter light breezes the Ship a laying too
[illegible]
Latt 8.26 [illegible] Long [illegible] 137 [illegible]

[illegible] Monday Jan 12 the 1852
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] Latter [illegible]
[illegible] and [illegible]
[illegible] Latt 7.5 [illegible]

[illegible] [illegible] Jan 13 the 1852
[illegible] part of these 24 hours light [illegible] and Squalls
[illegible] from ENE Ship Steering [illegible]
[illegible] Latter [illegible]
[illegible]

Latt 7.05 [illegible] Long 2 P.M. 137.49 [illegible]

[illegible] [illegible] Jan 14 the 1852
[illegible] part of these 24 hours light breezes
[illegible] of rain from NE Ship Standing
[illegible] Middle Squalls of rain and wind
[illegible]
[illegible] Latt [illegible]
[illegible]
[illegible]
[illegible]
[illegible] 133 [illegible]

[illegible]

Thursday Jan 15th 1857
[illegible]
[illegible]
[illegible]
[illegible] Middle part [illegible] weather [illegible]
same [illegible] 4 [illegible]
[illegible] and [illegible]
[illegible] came on and lost sight of them
Lat [illegible] Long [illegible]

Friday Jan 16th 1857
[illegible]
[illegible]
Middle weather much the same [illegible]
[illegible]
The [illegible]
[illegible] and [illegible]
Lat [illegible] Long [illegible]

Saturday Jan 17th 1857
[illegible]
[illegible]
[illegible]
[illegible] Blackfish to leeward [illegible]
[illegible] Middle weather the same [illegible]
[illegible] aid all Sail Steering [illegible]
[illegible]
Lat [illegible] Long [illegible]

[illegible]

[illegible] 474 [illegible] 1852
[illegible]
[illegible]
commenced making [illegible]
at 6 P.M. and shortened sail heading S.E.
[illegible]
[illegible]
[illegible]

[illegible] 475 Monday June 14th 1852
The first part of these 24 hours light breezes from
[illegible]
[illegible]
[illegible]
making [illegible] 13 [illegible]

Ships Out 476 Tuesday June the 15 1852
[illegible]
[illegible]
[illegible]
[illegible]
and bending [illegible]
[illegible]

[illegible] 477 Wednesday June [illegible] 1852
The first part of these 24 hours light breezes
[illegible] [illegible] sending
[illegible]
[illegible]
[illegible]
[illegible] boats
[illegible] 27 [illegible]

[illegible] on board Barque [illegible]

[illegible] Out
[illegible]

Thursday Jan 22 1852
The first part [illegible] hours [illegible]
[illegible]
[illegible] employed [illegible] and
[illegible] finished repairing the Bow boat
Middle [illegible]
main sail Latter set the main [illegible]
wind hauled to NNE took in the
waist boat to repair
— [illegible] Long [illegible] Lat [illegible]

[illegible] Out
179

Friday Jan 23 the 1852
The first part [illegible] hours [illegible]
[illegible]
[illegible]
[illegible]
and fore top sail Middle weather the
Same Latter rather moderate Set fore
[illegible]
the [illegible] of the main [illegible]
[illegible]
[illegible] Long [illegible] 13[illegible]

[illegible] Out
180

Saturday [illegible] 1852
The first part of these hours [illegible]
[illegible]
employed at various work Middle [illegible]
the Same Latter turned the [illegible]
the fore top sail at 7 Am [illegible] the
top sail
[illegible]

Bound to the Northward and Westward

days out
481

Sunday Jan 25th 1852
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Middle [illegible] [illegible] the same Latter [illegible]
[illegible] [illegible] the reefs out of the Tops
[illegible] Lat [illegible] Long [illegible] 130 [illegible]

days out
482

Monday Jan 26th 1852
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
reefed the [illegible] [illegible] Middle [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] all sail
[illegible] [illegible] [illegible] and Painting boats
Lat [illegible] Long [illegible] [illegible]

days out
483

Tuesday Jan 27th 1852
The first [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] Middle and Latter
[illegible] [illegible] the Same [illegible] Painting boats
and [illegible] down [illegible]
Lat [illegible] Long 120.35 [illegible] Heart [illegible]

days Out
484

Wednesday Jan 28th 1852
The first part of these 24 hours [illegible] [illegible] [illegible]
[illegible] Ship steering [illegible] [illegible] [illegible] [illegible]
Painting boats and [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] Middle [illegible] weather
Latter [illegible] [illegible] from [illegible] At 5 A M [illegible] the

[illegible] [illegible] [illegible] down [illegible] [illegible] refferring it
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Saw [illegible]
Lat [illegible] Long 121.37 [illegible]

days out
485

Thursday Jan 29th 1852
The first part of these 24 hours fresh gales from
[illegible] Steering [illegible] [illegible] [illegible] [illegible]
[illegible] and [illegible] the [illegible] Middle [illegible] reefed
the [illegible] [illegible] [illegible] [illegible] moderate [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] Sail [illegible] windward [illegible] the [illegible]
Lat 21.50 N Long at 2 P M 118.52 [illegible]

Remarks On board Barque [illegible]

Days out 456 Friday Jan 30 the 1852
The first part of these 24 hours light breezes
[illegible] ship steering [illegible] [illegible] changed
at [illegible] Middle [illegible] [illegible] the same
with light winds [illegible] at 7.4' [illegible]
[illegible] [illegible] of [illegible]
Latter part [illegible] the same [illegible]
Lat [illegible] Long 115.16 [illegible]

Days out 457 Saturday Jan 31 the 1852
The first part of these 24 hours light breezes
from N.W. ship steering [illegible] saw the land
at 1 P.M. to the [illegible] [illegible] steering ship
at 4 P.M. the [illegible] [illegible] ship
[illegible] of New Bedford [illegible] Fisher
Middle came on light breezes and [illegible]
[illegible] ship steering [illegible] Latter weather [illegible]
the same till [illegible] we found the ship close to
[illegible] hauled off to the [illegible] [illegible]
[illegible] and getting of the anchors [illegible]
and [illegible] Standing in
Latitude 20 [illegible] Long [illegible] 11 m 57 [illegible]

Days out 458 Sunday Feb 1 the 1852
The first part of these 24 hours commences with
light winds from E ship steering [illegible] P.M.
[illegible] [illegible] [illegible]
in [illegible] Middle [illegible]
the [illegible] at 10 P.M. [illegible] in [illegible]
harbour Latter pleasant Starboard watch on
[illegible]

Laying to Anchor in Hongcong

Days Out Monday Feb 2 the 1852
1 489 The first part of these 24 hours pleasant
Middle and Latter weather the same
Employed washing ship and drying bone

Days Out Tuesday Feb 3 the 1852
1 490 The first part of these 24 hours pleasant
weather All hands Employed Bundling bone
Middle and Latter weather the same All
hands Employed Painting Ship

Days Out Wednesday Feb 4 the 1852
1 491 The first part of these 24 hours pleasant weather
All hands Employed Painting Ship Middle and
Latter weather the same All hands Employed Painting
and braking out

Days Out Thursday Feb 5 the 1852
1 492 The first part of these 24 hours good weather
All hands Employed braking out and coopering
barrels Middle and Latter fresh breezes from
[illegible] pleasant weather All hands Employed braking
out oil

Days Out Friday Feb 6 the 1852
1 493 The first part of these 24 hours fresh breezes
from [illegible] All hands Employed braking out
oil Middle and Latter weather the same
All hands Employed in the first part

Days Out Saturday Feb 7 the 1852
1 494 The first part of these 24 hours pleasant All
hands Employed [illegible] Middle
and Latter weather the same All hands
Employed filling oil

Remarks on bord Barque [illegible]

Days Out Sunday Feb 8 the 1852
1 495 The first part of these 24 hours [illegible]
[illegible] oil and [illegible]
[illegible] oil Middle and Latter weather thick
1st watch on liberty

Days Out Monday Feb 9 the 1852
1 498 The first part of these 24 hours light winds and thick
weather Middle and Latter weather the same
1 watch on liberty the watch on board Employed
taking out and getting ready for water

Days Out Tuesday Feb 10 the 1852
1 497 The first part of these 24 hours light winds and thick
weather the watch [illegible] Staying [illegible] in the
[illegible] Middle and Latter thick and
rainy weather 1 watch on Shore George Smith
and Samuel [illegible] have absconded

Days Out Wednesday Feb 11 the 1852
1 498 The first part of these 24 hours thick rainy
weather Middle and Latter weather the
same All of the watch came on board but
[illegible] The Starboard watch went
on Shore

Days Out Thursday Feb 12 the 1852
1 499 The first part of these 24 hours thick rainy
weather Middle the same Latter pleasant
the watch came on board and the Larboard
watch went on Shore

Days Out Friday Feb 13 the 1852
1 500 The first part of these 24 hours pleasant weather
[illegible] watch on board Middle and
Latter [illegible] The watch came off at
7 A.M and the Starboard watch went
on Shore

[illegible] in [illegible]

days Out 502 Saturday Feb 14th 1852
The first part of these 24 hours fresh [illegible] and cloudy Middle weather the same Latter pleasant The watch came on board all but John Day and Larboard watch went on shore Employed taking the remainder of our water

days Out 503 Sunday Feb 15th 1852.
The first part of these 24 hours fresh breezes and pleasant Employed healing Ship and cleaning her bends Middle and Latter weather pleasant John Oliver Bct. Francis Antone [illegible] John Davis Jose Emery and David Peters Cooper Runaway John James a shore in Jale

days Out 504 Monday Feb 16th 1852
The first part of these 24 hours light pleasant weather the crew on liberty Middle wind blowing fresh Latter weather the same nothing a doing

days Out 505 Tuesday Feb 17th 1852
The first part of these 24 hours fresh gales nothing a doing on board Middle weather the same Latter thick weather nothing doing

days Out 506 Wednesday Feb 18th 1852
The first part of these 24 hours fresh winds and thick weather Middle weather the same Latter pleasant employed taking Bread on board Brought John James on board

days Out 507 Thursday Feb 19th 1852
The first part of these 24 hours pleasant Employed getting on board Bread Middle and Latter thick weather stowing down Bread and got off 73 bags of Potatoes The Steward [illegible] Alfred came on board

Remarks on board Barque Turbot

days Out / 508 Friday Feb 20 the 1852
The first part of these 24 hours thick and rainy Employd Stowing Potatoes and Bread Middle and Latter moderate
Employd a Painting

days Out / 509 Saturday Feb 21 the 1852
The first part of these 24 hours light airs Pleasant weather Middle weather the same
Latter pleasant Employd a Painting

days Out / 510 Sunday Feb 22 the 1852
The first part of these 24 hours pleasant weather Employd a painting Middle and Latter fresh breezes

days Out / 511 Monday Feb 23 the 1852
The first part of these 24 hours fresh breezes and pleasant weather Middle and Latter weather the Same Employd a painting 2 Boat Crews came on board that we had Shiped

days Out / 512 Tuesday Feb 24 the 1852
The first part of these 24 hours pleasant Employd a painting Ship Middle and Latter weather the same Employd getting up the head stays and Sending the bone ashore there Briggs [illegible] [illegible] [illegible] Williams Allen refused duty took them on Shore and put them in prison

Laying in Hongkong Feb 25 the 1852

days Out Wednesday Feb 25 the 1852
1 513 The first part of these 24 hours pleasant weather with foggy [illegible] [illegible] latter
Middle and Latter weather the same.

days Out Thursday Feb 26 the 1852
1 514 The first part of these 24 hours thick weather
Middle and Latter thick weather two men come on board that we shipped

days Out Friday Feb 27 the 1852
1 515 The first part of these 24 hours thick and rainy
Middle and Latter light weather and foggy
2 men came on board that we shipped.

days Out Saturday Feb 28 the 1852
1 516 The first part of these 24 hours pleasant
[illegible] [illegible] [illegible] and 2 discharged Middle
and Latter thick and rainy nothing a
X doing (Mr Bates came on board as officer

days Out Sunday Feb 29 the 1852
1 517 The first part of these 24 hours heavy rain
Middle and Latter pleasant ~~[illegible]~~ weather

days Out Monday March 1 the 1852
1 518 The first part of these 24 hours pleasant
At 4 P M got the Ship under weigh and run
up the [illegible] 4 miles and come to Anchor
Middle and Latter fresh gales nothing
doing

Remarks on board Barque [illegible]

Days Out
579

Tuesday March 2th
The first part of these 24 hours fresh breezes set on board [illegible] Middle and Latter pleasant weather brought on board the 2 men that was in jail and put them in Irons

ditto Out
580

Wednesday March 3th 1852
The first part of these 24 hours calm weather Middle light breezes found one of the men [illegible] had broke his Irons and [illegible] had his [illegible] filed off ironed them and put them in the [illegible] Latter light baffling airs

ditto Out
581

Thursday March 4th 1852
The first part of these 24 hours light baffling airs got the ship under-weigh and went [illegible] passing 4 miles it came off calm came to Anchor Middle calm till 3. P.M light breeze from the Westward got the ship under-weigh At 4 P.M calm let go the Anchor Latter fresh breeze and [illegible] from E got underweigh to beat out the current being against us had to come to again

ditto Out
582

Friday March 5th 1852
The first part of these 24 hours light winds and thick rainy weather Middle [illegible] Latter light winds from [illegible] At 9 A.M got the ship under-weigh with the boats a head, and towed one [illegible] at [illegible] ship heading [illegible] under all sail

Bound out of the [illegible] Sea

Days Out 523 Saturday March 6the 1852
The first part of these 24 hours light breezes from N E Ship heading [illegible] [illegible] Stowing Anchors and chains At 4 P M took James Williams [illegible] out of Irons on the promis of turning to [illegible] and good conduct Middle fresh breezes [illegible] At 1 A M wore Ship to the N by W Latter weather the same under [illegible] top sails courses and jib At 7 A M wore Ship to the S E Bent a new foresail Lat by Dead R 11.50 N Long 114 55 W

Days Out 524 Sunday March 7the 1852
The first part of these 24 hours fresh breezes and thick weather [illegible] Ship heading [illegible] At 4 P M tacked Ship to the N by W Middle at 9 double reefed the fore top sail At 4 A M wore Ship to the S E Latter moderate Set all sail At 7 tacked Ship to the N at 9 [illegible] into the land tacked to the S E by E 2 Ships in Sight No Obs

Days Out 525 Monday March 8the 1852
The first part of these 24 hours light breezes from N E by E and thick weather Ship heading S E by E under all sail Middle much the same Ship a heading S E Latter at 7 tacked Ship to the N W under all sail Employed in fitting boats No Obs

Remarks On board Barque [illegible]

Days Out 526

Tuesday March 9th 1852
The first part of these 24 hours fresh breeze from N W fine weather ship heading E S E Middle At 2 tacked ship to the N N E wore again at 1.4 M to the S E & Latter weather much the same ship under all sail heading E S E
Latt by Obs 20.52 S Long [illegible] 11.75 E by [illegible]

Days Out 527

Wednesday March 10th 1852
The first part of these 24 hours fresh breeze from S [illegible] ship heading E S E at 1 P M took in Main top gallant sail and [illegible] At 3 double reefed the fore top sail & double reefed the Main top sail Middle fresh gale 7 took in the fore top sail jib and Main sail & wore ship to the N N W at 4 M set the fore top sail jib and main sail wore ship to the E S E Latter moderate set all sail at 4 M wore ship to the S
Latt by Obs 20.23 S Long 95 [illegible] 115.30 E by Chr

Days Out 528

Thursday March 11th 1852
The first part of these 24 hours light breezes from [illegible] [illegible] furled [illegible] Main Sail Main top [illegible] Fore top [illegible] Middle tacked Ship at 7 to the E S E At 10 double reefed [illegible] At 7 set all Sail on Latter light breezes from N E Ship heading [illegible]
Latt by Obs 18 [illegible] 117.00 [illegible]

Beating out of the China Sea

days Out — Friday March 12 the 1852
529 The first part of these 24 hours light
breezes from N E Ship heading E S E
Middle and Latter weather much the
same Ship heading from S S to S E at
employed fitting the Martingail
Latt 19.49 N Long by Chr 118.15 E by Obs

days Out Saturday March 13 the 1852
530 The first part of the 24 hours light breezes from
N E to N N E Ship heading from E to E S E
finished the Martingail and set up the rigging
Middle At 4 A M tacked Ship to the N by E
Latter at 7 A M tacked to the E S E The watch

employed making spunyarn &c
Latt 19.06 N Long P M 119.30 E by obs

days Out Sunday March 14 the 1852
531 The first part of these 24 hours light
breezes from N E and N N E by E Ship head
ing from E N E to E S E The watch employed
making Spunyarn Middle weather the same
Ship heading S S E Latter wind N E Ship head
ing N N W Latt 19.58 N Long 10 A M 119.54 E by Obs

days Out Monday March 15 the 1852
1 532 The first part of these 24 hours light breezes
from N E Ship heading E N E At 1 P M Saw
a Sperm Whale lowered and chased till sunset
did not get near him came aboard wore Ship
to the E N E wind N Middle weather
much the same At daylight Saw the
land Latter fresh breezes from N E
Ship heading E S E At 12 the N W End of
Luzon E 12 miles tacked Ship to the N W
Long by Chr 122.30 true 120.45

Remarks on board Barque [illegible]

Days Out 533 Tuesday March 16th 1852
The first part of these 24 hours light breezes [illegible] Ship heading [illegible] all sail set
At 3 P.M. tacked to the [illegible]
[illegible] Middle fresh gales
[illegible] reefed the top sails Latter made
sail under all sail [illegible] breaking out
[illegible]
Lat 14.57 [illegible] Long [illegible] 17 [illegible]

Days Out 534 Wednesday March 17th 1852
The first part of these 24 hours light baffling
winds Ship heading to the [illegible] employed a
stowing of the after hold. Middle squally
weather took in light sails At 9 P.M. wore
ship to the E [illegible] Latter fresh breezes
from [illegible] Ship heading [illegible] under all sail
At daylight saw Dominica Island
Lat 20.36 [illegible] Long [illegible] 122.50 [illegible]

Days Out 535 Thursday March 18th 1852
The first part of these 24 hours commenced
with fresh breezes from N.E. all sail set
Ship heading between [illegible] and
[illegible] Island At 4 P.M. fresh gales took in light
sails at 5 P.M. double reefed the fore and mizzen top
sails reefed the main [illegible] sail and wore ship to
the N.W. at 7 wore to the E by S at 9 to the N [illegible]
[illegible] stood [illegible] the night [illegible]
[illegible] main sail Latter rather moderate
set double reefed top sails jib and [illegible]
Standing in for the [illegible] At 12 M [illegible]
[illegible] Island bearing [illegible] 10 miles off.

Beating out of the [illegible] Sea

days Out 1 536 Friday March 19th 1852
The first part of these 24 hours fresh gales from N E Ship Standing to the N W under dbl top sails jibs and courses At 2 P M tacked in to the [illegible] At 9 P M [illegible] South Island S Point bearing S E by E
Middle light breezes from N E Ship heading [illegible] at daylight North [illegible] bearing [illegible] miles
Latter light airs and pleasant at 9 A M Spoke the Ship [illegible] of New London
No [illegible]

days Out 1 537 Saturday March 20th 1852
The first part of these 24 hours light airs from N E Ship [illegible] heading to the N E
Middle baffling winds [illegible] heading to the [illegible]
Latter fresh breezes and squalley Ship heading from E to S E
Latt 21.38 S Long 102.35 E [illegible]

days Out 1 538 Sunday March 21th 1852
The first part of these 24 hours [illegible] breezes from [illegible] Ship heading [illegible] At 5 P M tacked Ship to the N Middle wind [illegible] Ship heading [illegible]
Latter wind [illegible] Ship [illegible]
Latt 22.53 S Long 2[illegible] S M 123.20 E [illegible]

days Out 1 539 Monday March 22th 1852
The first part of these 24 hours fresh breezes [illegible] A Sail in [illegible] Middle [illegible] the [illegible] top sail At 7 A M [illegible] in the [illegible] and [illegible] in all [illegible] Latter [illegible] A M [illegible] reefed main top sail No [illegible]

Remarks on board [illegible]

Days out 540
Tuesday March 23rd 1852
The first part of Twenty four hours strong
gale from N.E. ship heading to the N.W. under a double
reefed main top sail and fore sail At 4
P.M. set the reefed fore top sail
[illegible] Middle weather the same
Latter light breezes from N.N.E. ship heading
[illegible] employed repairing the Boat
[illegible]
Latt 23.34 N Long 127.08 W [illegible]

Days out 541
Wednesday March 24th 1852
The first part of these 24 hours light
breezes from N.N.E. ship heading [illegible]
Middle wind hauled to the Eastward
At 5 A.M. tacked ship to the [illegible] Latter
[illegible] employed repairing the fore sail
Latt 23.20 N Long 127.28 W [illegible]

Days out 542
Thursday March 25th 1852
The first part of Twenty four hours light breeze
from N.N.E. with [illegible] employed
repairing sail Middle wind hauled to the
[illegible] Latter the same employed repairing sails
Latt 24.34 N Long 127.35 W [illegible]

Days out 543
Friday March 26th 1852
The first part of these 24 hours light breeze
from N.E. with [illegible] employed in repairing
main sail sent down the fore topsail yard
and unbent the fore top gallant sail [illegible]
out the bow boat and carried up the fore
top gallant mast Middle [illegible] wind
to the S.E. Latter light breezes from
[illegible] pleasant weather [illegible]
for Blackfish [illegible]
came out
Latt 25.40 N Long 129.53 W [illegible]

On our passage to the Arctic Ocean

day Out Saturday March 27th 1852
544 The first part of these 24 hours fine
breezes from N Wt Ship Steering N by E
Employed repairing the main top gallant
sail Middle calm a part of the night
Latter light breeze and thick weather from
E N E Ship heading N Wt No obs

day Out Sunday March 28th 1852
1 545 The first part of these 24 hours commenced
with heavy squalls from N Wt took in sail to a
close reefed main top sail and fore sail. At 4 P.M.
In at double reefed top sails set and main
sail were [illegible] to the [illegible] wind [illegible]

Middle moderate at daylight made all
sail ship heading E by N Latter light
squalls Latt 25.44 N Longt In 131.37 E

[illegible]

day Out Monday March 29th 1852
1 546 The first part of these 24 hours light breezes
and pleasant from S E ship heading N by E
Middle weather the same Latter light winds
Employed repairing the main top sail
Latt 27.54 N Longt In 133.55 E by obs

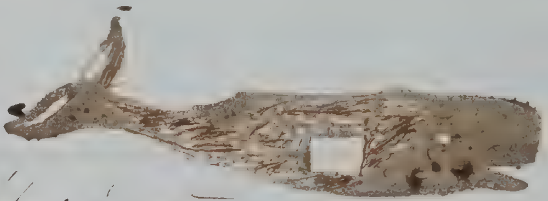
day Out Tuesday March 30th 1852
1 547 The first part of these 24 hours light winds
from N W ship heading N E 4 P.M. Sent the old
fore sail and main sail Middle calm till
12 light breeze from [illegible] ship steering N by E
Latter employed repairing fore top sail
Latt 27.52 N Longt In 135.37 E by obs

Remarks on board [illegible]

days out 548

[illegible]

Wednesday March 31th 1852
The first part of these 24 hours fresh breezes from S.E. [illegible] [illegible] humpback
Middle [illegible] the same
Latter [illegible] weather
[illegible] humpback [illegible] number of sperm whales [illegible] lowered and chased [illegible] night [illegible] on board
No Obs



days out 549

Thursday April 1th 1852
The first part of these 24 hours light breezes [illegible] at 4 P.M. lowered [illegible] got him alongside [illegible] took in sail and set [illegible] Middle light wind and rainy Latter weather [illegible] the same employed cutting in the whale
Latt 0°53' Lon 33°45'

days out 550

Friday April 2the 1852
The first part of these 24 hours light winds and pleasant [illegible] All hands employed cutting in the whale got him in at 3 P.M.
Middle [illegible] the same [illegible]
Latter [illegible] and pleasant weather [illegible] employed in boiling [illegible] main topsail and fore sail [illegible] No obs

Bound to the Arctic Ocean

Days Out 551 Saturday April 13th 1852
The first part of these 24 hours fresh breezes and thick weather from the E ship heading S.S.E. The watch employed a boiling. Middle light breezes and a little rain ship heading S.E. Latter pleasant wind S.E. ship steering [illegible] the watch employed a boiling.
Lat 48 00 N Long 179.00 [illegible]

Days Out 552 Sunday April 14th 1852
The first part of these 24 hours light breezes S.E. ship steering N.E. saw finbacks. The watch employed a boiling. Middle and Latter weather the same employed the same.
Lat 48 45 N Long [illegible]

Days Out 553 Monday April 15th 1852
The first part of these 24 hours light breezes from S.E. ship steering N.E. by E at 4 P.M finished boiling. Middle weather much the same. Latter fresh breezes and thick rainy weather from S.S.E. [illegible] hands employed a stowing down oil at 12 saw a high rock in our weather beam 10 miles off
[illegible]

Days Out 554 Tuesday April 16th 1852
The first part of these 24 hours fresh breezes and thick rainy weather from W.S.W. ship steering N.E. by E. All hands employed a stowing down oil. Middle wind hauled to N.W. ship heading N.E. Latter wind the same [illegible]
Lat [illegible] Long 174.58 E [illegible]

[illegible] on board Barque [illegible]

Days Out 555 /
Wednesday April 7th 1852
The first part of twenty four hours fresh breeze from N.E. Ship heading N.W. at 4 tacked ship to the [illegible] Middle wind hauled to E Ship steering N.W. Latter wind S.E. fresh breeze The watch employed breaking out between decks
Latt 32.41 N Long [illegible] No obs

Days Out 556
Thursday April 8th 1852
The first part of these 24 hours fresh breeze from S.S.E. Ship steering N by E The watch employed stowing off the blubber room Middle wind S and rainy Latter fresh gales from W.N.W. At 11 A.M. double reefed the top sails No obs

Days Out 557 /
Friday April 9th 1852
The first part of these twenty hours fresh gales from W.N.W. Ship steering N by E At 3 P.M. took in jibs and mainsail and furled top sails At 9 [illegible] Ship [illegible] [illegible] of [illegible] [illegible] Middle set fore top sail jibs and main sail at 4 A.M. took in jibs and main sail Latter fresh gales [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible]
Latt 31.27 N Long [illegible] 142.17 [illegible]

Days Out 558 /
Saturday April 10th 1852
The first part of these 24 hours fresh gales [illegible] ship steering N by E finished [illegible] and bent the same At 3 P.M. took in the fore top sail Middle [illegible] squally Latter [illegible] [illegible] at [illegible] the main top sail & took [illegible] the fore top sail set it again at 10 [illegible] [illegible] [illegible]
Latt 32.51 N Long 35 [illegible] 142.41 [illegible]

Bound to the Arctic Ocean

Ob's Out
559

Sunday April 11th 1852
The first part of these 24 hours Strong gales from W.S.W. [illegible] lying to under a double reefed main top Sail and fore Sail a part of the time heading from N to N.W. Middle set the fore top sail wind hauled to N.W. heading [illegible] Latter moderate set fore and Main Sail wore Ship to W.S.W.
— Latt 32.57 N Long [illegible] 142.57 E by Obs —

Obs Out
1 560

Monday April 12th 1852
The first part of these 24 hours fresh breezes and a heavy sea from N.W. heading W.S.W. under double reefed top sails fore and courses Middle light weather Ship [illegible] Latter light airs [illegible] Spoke the Ship Manuel Ortiz of New Bedford 25 bbls of Whale oil — Latt 32.58 N Long [illegible]

Obs Out
1 561

Tuesday April 13th 1852
The first part of these 24 hours light wind from S.S.E. [illegible] in company with the Manuel Ortiz on board over new fore and Main top Sails and bent the old ones Middle wind hauled to [illegible] Latter fresh breezes employed [illegible] up [illegible] the Ship Manuel Ortiz [illegible] head
— Latt 34.30 N Long [illegible] 141.50 E by Obs —

Remarks On board [illegible]

Days Out 562 Wednesday April 14th 1852
The first part of these 24 hours fresh breezes from S.E. ship steering N.E. all sail set
Middle fresh breeze with squalls of rain and [illegible] [illegible] wind hauled to
[illegible] N.E. Latter pleasant set all sail wind hauled to N.N.E. tacked ship to the N.W.
[illegible] employed setting up [illegible]
Latt 36.23 N Long 144.54 E [illegible]

Days Out 563 Thursday April 15th 1852
The first part of these 24 hours light breezes from [illegible] ship heading N.N.E. the watch [illegible] [illegible] the main top gallant [illegible]
Middle wind hauled to [illegible] ship heading N.E.
Latter part [illegible] ship steering N.E.
employed repairing the jib Saw finbacks & humpbacks Latt 37.38 N Long 143.[illegible]

Days Out 564 Friday April 16th 1852
The first part of these 24 hours light breeze from S.W. ship steering N.E. [illegible]
Middle and Latter light breezes [illegible] ship heading to the N.E. [illegible]

Saw finbacks and humpbacks Mr Barne[illegible] [illegible] [illegible] was out [illegible] the night [illegible] in the morning he was in his right mind but not able to do duty
Latt 38.40 N Long 143.[illegible]

Days Out 565 Saturday April 17th 1852
The first part of these 24 hours light breezes from S.W. ship heading [illegible] saw finbacks Middle wind hauled to N.W. ship steering N.E. Latter wind [illegible] [illegible] [illegible]
Latt 38.57 N Long 143.39 E [illegible]

Bound to the Arctic Ocean

Days out
556

Sunday April 18th 1852
The first part of these 24 hours [illegible] breezes from S.E. ship steering N.E. employed in getting out water [illegible] Found that the ship leaks one hundred strokes in 24 hours in light weather since leaving Woahoo. Middle weather much the same. Latter pleasant weather. At 11 A.M. lowered for a right whale and [illegible] 2 [illegible]
Latt 40 [illegible] N Long [illegible]

Days out
557

Monday April 19th 1852
The first part of these 24 hours light breezes from S.E. ship steering N.E. Middle and Latter wind [illegible] employed [illegible] filling a new [illegible]
Latt 41.5[illegible] N Long 150.34 E [illegible]

Days out
558

Tuesday April 20th 1852
The first part of these 24 hours light breezes from N.E. ship heading [illegible] wore ship to the [illegible] at 8 P.M. ship heading N.W. wind [illegible] Middle strong breezes and a fall of snow double reefed the topsails took in jib and mainsail Latter light breezes from E.N.E. ship heading N.

Latt 42.15 N Long 146.20 E [illegible]

Days out
559

Wednesday April 21th 1852
The first part of these 24 hours [illegible] and Middle light [illegible] Latter light breezes from [illegible] Employed coiling lines
Latt 42.57 N Long [illegible]

Remarks on [illegible] Barque [illegible]

Days out
1 570
Thursday April 22nd the 1852
The first part of these 24 hours light airs from [illegible] Ship steering N by E [illegible]
Middle weather the same Latter wind hauled to the Eastward Ship heading off to the Northward then turned to the Eastward A thick fog So ends

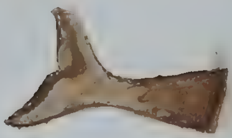
Days out
1 571
Friday April 23 the 1852
The first part of these 24 hours light airs from the N.E. Ship steering to the E.S.E. a thick fog
Middle weather much the same till 4 am a light breeze from S — Latter wind hauled to the N.E. a thick fog So ends

Days out
1 572
Saturday April 24 the 1852
The first part light airs from the N.E. [illegible] weather [illegible] the wind [illegible] and light [illegible]
Middle [illegible] light [illegible] in the fore [illegible] and [illegible] reefed the main topsail
Latter part weather the same set all top sails jibb and main sail Steering N.E.
Latt 45.25 N Long 152.46 by obs

Days out
1 573
Sunday April 25 the 1852
The first part of these 24 hours fresh gales from the [illegible] Ship Steering N.E. Employed Stowing Potatoes [illegible]
Middle weather the same Latter light breezes Saw a sail to leeward Latt 47.16 N Long 155.38 E by obs

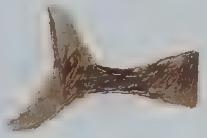
Days out
1 574
Monday April 26 the 1852
The first part of these 24 hours light breezes from the [illegible] Ship steering [illegible] Middle weather the same Steering N by N — Latter light [illegible] wind [illegible]
Latt 49.02 N Long [illegible] 150.55 E by obs
157.25 by Dist

Remarks on board the [illegible]



Days out 575

Tuesday April 27th 1852
The first part of these 24 hours [illegible]
from S.S.W. Ship steering to the N.W. At
sunset a Barque a head [illegible] going for her
Middle spoke the Barque [illegible] of
London nothing since leaving port
Latter part light breezes from [illegible] ship steering
[illegible] At 10 A M saw a Right whale lowered
Struck him the [illegible] pulled and lost him
So ends No Obs



Days out 576

Wednesday April 28th 1852
The first part of these 24 hours light breezes
from S.W. Steering [illegible] At 5 P M saw a
Right whale lowered without success
Middle weather much the same Latter
light breeze from N.N.E. At 5 A M saw
a pod of whales lowered [illegible] struck [illegible]
the iron came out lost him
Latt 49.47 N Long D.R. 157.24 W by Chro

Days out 577

Thursday April 29th 1852
The first part of these 24 hours light breezes
from W.N.W. Ship [illegible]
[illegible] without success At 5 P M
[illegible] sail [illegible] whales
Middle and Latter light airs [illegible]
[illegible]
Latt 49.[illegible] Long [illegible] 157.3[illegible] [illegible]

R[illegible] on board [illegible] [illegible]

Days out 578

Friday [illegible] 30th 1852
The first part of these 24 hours Light airs [illegible] Ship steering to the Northward [illegible] Middle [illegible] breeze from [illegible] [illegible] found [illegible] [illegible] the top sail [illegible]
(No Obs)

Days out 579

Saturday May 1st 1852
The first part of these 24 hours fresh gales from [illegible] Ship steering [illegible] under [illegible] main top sail [illegible] double reefed fore top sail fore sail and jib. Middle wind hauled [illegible] [illegible] under [illegible]
Latitude 53.31 Longitude 10.15 by obs

Days out 580

Sunday May 2nd 1852
The first part of these 24 hours [illegible] from [illegible] [illegible] [illegible] Middle [illegible] a light breeze from S Ship steering N
Latter part [illegible] [illegible] main top sail [illegible] [illegible]
Latt by dead 54.20 N Long [illegible]

Days out 581

Monday May 3rd 1852
The first part of these 24 hours strong gales and a heavy [illegible] storm from [illegible] [illegible] fore sail [illegible] moderate wind hauled S set double reefed main top sail and fore sail [illegible] the reefs out of the main top sail and set the fore top sail double reefed Middle [illegible] Ship [illegible] [illegible] [illegible] 15 miles [illegible] [illegible]
Latt 55.[illegible] [illegible]

Bound to the Artic Ocean

Days Out
582

Tuesday May 4th 1852
The first part of these 24 hours commenced with light airs from NW & a rolling sea. At 1 P.M within 5 miles of the Kurile Islands lowered a boat and caught some fish came on board braced forward with heading to NE. At 7 took in sail to a close reefed Main top sail and Fore sail. Middle weather much the same ship a laying to. Latter weather the same wore ship to the N snowing the forenoon
Latt 55.44 N Long P.M 154.42 E by Chr

Days Out
583

Wednesday May 5th 1852
The first part of these 24 hours commenced with fresh breeze and squalls of snow from NNE ship heading to the Eastward under the top sails fore and courses at 5 P.M double reefed the top sails furled the fore sail heading to the NW. Middle at 7 P.M wore ship to the NNE. Middle a heavy snow storm. Latter light airs and pleasant from NW ship heading to the NNE under all sail. A sail in sight to windward
Latt 55.35 N Long P.M 152.18 E by Chr

Days Out
584

Thursday May 6th 1852
The first part of these 24 hours calm and pleasant. A sail to the Northward. Middle a light breeze from the Eastward ship heading to the North. Latter weather the same. A sail
X in sight heading to the Northward. Land in sight
Latt 53.25 N Long P.M 154.50 E by Chr

Remarks On board Bargue [illegible]

Days Out 555 Friday May 7th 1852
[illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] the [illegible]
[illegible] [illegible] Middle [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
spoke the Bargue [illegible] [illegible] [illegible]
and Prudent of Stonington

Days Out 556 Saturday May 8th 1852
The first part of these 24 hours light baffling winds
[illegible] [illegible] [illegible] [illegible] Middle light
breeze [illegible] [illegible] [illegible] Latter
[illegible] [illegible] and [illegible] of [illegible] [illegible] [illegible]
and plenty of ice
Latt 57.57 [illegible] Longt [illegible] 9.20 [illegible]

Days Out 557 Monday May 10th 1852
The first part of these 24 hours light [illegible] [illegible]
[illegible] and [illegible] of snow [illegible] the ship [illegible]
New Bedford and [illegible] [illegible] [illegible] Middle
and Latter [illegible] [illegible] [illegible] [illegible] [illegible]
no whales Latt 58.21 N Longt [illegible] 163.20 [illegible]

Days 558 Monday May 10th 1852
The first part of these 24 hours light [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] Middle [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] to the [illegible]
[illegible] [illegible] in sight [illegible] [illegible]
Latt 58.50 [illegible] Longt [illegible] 167.44 [illegible]

Days Out 589 Tuesday May 11th 1852
The first part of these 24 hours light breezes from W[illegible] Ship Steering [illegible] at 2 P.M. saw the land bearing [illegible] at 7 P.M. Middle weather the Same Standing in for the land Latter pleasant weather and no whales Finbacks in sight Latt 59.48 N Long 8 P.M. 168.52 E by Chron

Days Out 590 Wednesday May 12th 1852
The first part of these 24 hours light breezes from N[illegible] Ship standing to the [illegible] at 10 A.M. spoke the Ship Liverpool of New Bedford nothing this season saw Finbacks Middle and Latter weather the Same steering to the [illegible] Latt 59.[illegible] Long [illegible] 167.27 E by Chron

Days Out 591 Thursday May 13th 1852
The first part of these 24 hours light breezes and [illegible] from [illegible] Ship [illegible] Middle part [illegible] Ship steering [illegible] Latter weather the same steering to the [illegible] spoke the Ship Charles of [illegible] one whale [illegible]
No Obs

Per [illegible]

Days Out 592 Friday May 14th 1852
The first part of these 24 hours fresh breezes from [illegible] Ship steering to the [illegible] took the [illegible] in the [illegible] Middle and Latter weather the same Ship a cruising saw Finbacks Latt 57.32 N

Days Out 593 Saturday May 15th 1852
The first part of these 24 hours [illegible] from [illegible] Ship a cruising [illegible] the Ship [illegible] and [illegible] of New Bedford [illegible] Middle weather the same Latter light breezes and [illegible] at 9 A.M. [illegible] without success Latt 57.33 N Long 171.15 E by Chron

Remarks on board Barque Harvest

Days out 594
Sunday May 16th 1852
The first part of these 24 hours light breezes [illegible] ship [illegible] cruising [illegible] saw finback whales with out success. Spoke the ship Hercules of New Bedford. Middle and Latter weather the same ship cruising saw humpbacks and finbacks
Latt 57.22 N Long by Chr 170.43 E by Obs

Days out 595
Monday May 17th 1852
The first part of these 24 hours fresh breezes from the SE ship heading to the NE At 3 saw a whale and lowered but got nothing. Middle weather the same. Latter light breezes standing to the NE [illegible]
Latt 55.20 N Long by Chr 168.49 E by Obs

Days out 596
Tuesday May 18th 1852
The first part of these 24 hours light airs from the [illegible] ship heading NE 3 sail in sight. Middle weather the same. Latter light breezes and [illegible] from the S and standing to the W Latt 56.[illegible] Long [illegible]

Days out 597
Wednesday May 19th 1852
The first part of these 24 hours light breezes from the SE ship standing to the NE [illegible] 3 sails in sight. Middle weather the same. Latter light airs saw a humpback break out water 2 sails in sight
Latt 56.38 N Long by Chr 166.41 E by Obs

Days out 598
Thursday May 20th 1852
The first part of these 24 hours light breezes from S ship heading E by N 3 sails in sight. Middle and Latter light breezes from S ship standing to the NE 6 sail in sight Latt 57.[illegible] Long 165.14 E by Obs

Days out 599
Friday May 21st 1852
The first part of these 24 hours light airs from the [illegible] ship standing to the NE 3 sails in sight. Middle and Latter weather the same 7 sails in sight
Latt 57.05 N Long by Chr 164.13 E by Obs

[illegible]

days Out
600

Saturday May [illegible]
The first part of these 24 hours light baffling airs Ship a cruising 5 Sails in sight
Middle and Latter weather the same
At sunrise 13 Sail in sight [illegible]
Latt 57 36 N Long [illegible] 154 09 E by [illegible]

days Out
601

Saturday May 23 the 1852
The first part of these 24 hours light breezes from S E Ship a cruising saw [illegible] spoke the Ships [illegible] the [illegible] and
Middle and Latter light baffling airs 4 Sails in sight and no whales
Latt [illegible] Long [illegible] 153 57 [illegible]

days Out
602

Monday May 24 the 1852
The first part of these 24 hours light breezes from S S E Ship a cruising toward for a Humpback [illegible] Middle and Latter weather [illegible] the same a pleanty of Sails no whales
Latt 58 15 N Long 164 5[illegible] [illegible]

days Out
603

Tuesday May 25 the 1852
The first part of these 24 hours [illegible] breezes from [illegible] Ship a cruising [illegible] Middle and Latter [illegible] heading E Spoke the Ship America of New Bedford [illegible] season
Latt 5[illegible] N Long [illegible]

days Out
604

Wednesday May 26 the 1852
The first part of these 24 hours fresh gales from N to N E Ship under short sail standing to [illegible] Middle and Latter weather the same [illegible]
Latt 57 22 N Long P M 154 50 E by [illegible]

days Out
605

[illegible]

Thursday May 27 the 1852
The first part of these 24 hours light breezes from the [illegible] 4-5 P M saw [illegible] Humpback lowered [illegible] Middle and Latter weather the same saw nothing but Ships
Latt 57 23 N Long P M 15[illegible] E [illegible]

[illegible]

days Out
1 605
Friday May 28 the 1852
The first part of these 24 hours light breezes
[illegible] Ship a cruising saw a Finback
Middle and Latter thick breezes [illegible] saw
Finbacks Latt 57 24 N Long Dia [illegible]

days Out
1 607
Saturday May 29 the 1852
The first part of these 24 hours fresh breezes from S Ship
Standing N.E. At 6 P.M. Spoke Ship Kathrine of New
London and Levi Starbuck of New Bedford
Middle and Latter weather the same wind
[illegible] to the N.E. Ship standing to the Northward
No Obs

days Out
1 608
Sunday May 30 the 1852
The first part of these 24 hours fresh breezes from
the N.E. ship standing N.W. at 5 P.M. wore ship to the S.E.
Middle under short sail Latter light breezes [illegible]
from [illegible]
Latt 57 53 N Long Dia 165 35 [illegible]

days Out
1 609
Monday May 31 the 1852
The first part of these 24 hours light breezes from
the Ship heading S.E. saw a number of Finbacks
Middle and Latter weather much the same
ship standing to the S.E.
Latt 57 03 N Long Dia [illegible]

days Out
1 610
Tuesday June 1 the 1852
The first part of these 24 hours light breezes from
N.E. [illegible] the Ship standing [illegible]
[illegible] Middle and Latter weather the
[illegible] saw Finbacks Latt 57 07 N Long 167 35 [illegible]

days Out
1 611
Wednesday June 2 the 1852
The first part of these 24 hours light breezes from
[illegible]
[illegible] Middle weather the same
Latter [illegible] breezes from [illegible]
[illegible]
Latt 57 57 N Long 172 28 [illegible]

days Out
1 512

Edwards sick

Thursday June 3 the 1852
The first part of these 24 hours light breezes from the [illegible] Ship Standing to the Eastward Spoke Ship [illegible] of [illegible] Middle weather the same Latter light baffling winds ship Standing to the E.S.E
Latt 57.31 N Long P.m 171.51 E by Chr

days Out
1 513

Friday June 4 the 1852
The first part of these 24 hours [illegible] Ship Stand[illegible] S.E at 5 P.m thick fog Middle wind hauled to S.E [illegible] Ship to the N.E Latter pleasant weather Ship Standing E.N.E one sail in sight
Latt 57.23 N Long P.m 173.05 E by Chr

days Out
1 514

Saturday 5 the 1852
The first part of these 24 hours light breezes from [illegible] Middle weather the same Latter [illegible] standing [illegible] in sight
Latt 57.28 N Long P.m 175.47 E by Chr

days Out
1 515

Edwards to duty

Sunday June 6 the 1852
The first part of these 24 hours light breezes from the Eastward ship standing to the Northward saw a whale [illegible] the Eastward [illegible] and [illegible] the ship [illegible] and [illegible] Middle and Latter weather good Ship Standing E.N.E
Latt 57.50 N Long P.m 174.22 E by Chr

days Out
1 516

Monday June 7 the 1852
The first part of these 24 hours light breezes from [illegible] Middle [illegible] Latter [illegible] Ship Standing [illegible] all sail [illegible]

days Out
1 517

Tuesday June 8 the 1852
The first part of these 24 hours light winds and thick weather [illegible] all sail Standing N.E Middle and Latter wind hauled to [illegible] thick weather [illegible]
Latt 57.53 N Long P.m 173.15 E by Chr

[illegible] On board [illegible]

Days out 618 Wednesday June 9th 1852
The first part of these 24 hours fresh breezes from [illegible] under [illegible] Middle and Latter part [illegible] a light rain Latt 49.59 Long 175.05 [illegible]

Days out 619 Thursday June 10th 1852
The first part of these 24 hours [illegible] from NE a light rain Ship Steering [illegible] Middle and Latter [illegible] same [illegible]
Latt 50.24 Long 176.14 [illegible]

Days out 620 Friday June 11th 1852
The first part of these 24 hours light breezes from [illegible] Ship Steering [illegible] Middle and Latter [illegible] thick fog Standing to the Southward Spoke the Barque [illegible] of [illegible] Harbour nothing
Latt [illegible] Long [illegible]

Days out 621 Saturday June 12th 1852
The first part of these 24 hours light breezes from [illegible] Ship Steering [illegible] Middle and Latter fresh breezes carrying all prudent sail Steering NE Saw 2 Sail [illegible]

Days out 622 Sunday June 13th 1852
The first part of these 24 hours [illegible] from [illegible] a thick fog Ship [illegible] Middle thick fog Ship a back [illegible] same Latter light breezes from [illegible] Ship Standing to the Northward [illegible] Agreement of San Francisco [illegible] Washington of [illegible]
Latt [illegible]

A Crusing for Whales 1852

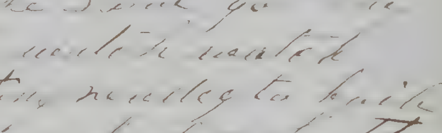
Latt Lont
1 62

Monday June 14th 1852
The first part of these 24 hours light breezes from WSW [illegible] Standing to the Northward Middle part the same latter part [illegible] at 7 AM saw a Bowhead lowered [illegible] spoke the Barque [illegible] of Falmouth [illegible] saw several ships a sailing and one with a whale a long side saw land to the northward No Obs

Latt Lont
62

Tuesday June 15th 1852
The first part of these 24 hours light airs from the Westward and thick rainy weather Ship standing to the Northward Middle at 9 PM lowered for Bowheads got nothing Latter light airs and pleasant A chasing bowheads got one saw a number saw 2 ships a cutting

No Obs



Latt Lont
1 62

Wednesday June 16th 1852
The first part of these 24 hours light airs All hands employed a cutting the ship within 10 miles of the land near Cape Thaddeus Middle weather much the same got the whale in at 10 PM set the watch watch employed clearing up getting ready to boil At 3 AM lowered for whales Latter a plenty of Bowheads in sight got one alongside at 9 AM gave [illegible] watch [illegible] for 3 hours a boiling No Obs

Latt Lont
1 62

Thursday June 17th 1852
The first part of these 24 hours light breezes Employed boiling and cutting in got the whale in at [illegible] PM and set the watch Middle and Latter [illegible] the watch employed a boiling No Obs

Remarks On board Barque [illegible]

Days Out 627
Friday June 18 the 1852
The first part of these 24 hours light breezes from the [illegible] & thick fog [illegible] with the [illegible] watch [illegible] employed boiling At 3 PM [illegible] a [illegible] Middle wind [illegible] ship standing [illegible] Latter calm At 8 AM [illegible] came [illegible] whales got one got him to the ship at 4 PM [illegible] whales in sight
No Obs

Days Out 628
Saturday June 19 the 1852
The first part of these 24 hours calm & thick fog after 3 PM got the whale a long side and sent the watch below [illegible] boiling and [illegible] Middle light breezes and thick fog Latter thick weather All hands Employd boiling and cutting in the whale Several Sail in sight saw the Ship India take a whale
No Obs

Days Out 629
Sunday June 20 the 1852
The first part of these 24 hours light breezes and thick weather All hands Employed boiling and cutting at 3 PM lowered one boat and got a whale [illegible] to tow him to the ship got him a long side about 7 PM and set the watch Middle weather the same Mistake weather the same Latter part all hands Employed cutting and boiling Saw no whales
No Obs

A Cruising

days Out Monday June 21 the 1852
1 630 The first part of these 24 hours calm and a thick fog All hands Employd boiling and cutting no whales in sight Middle light breezes from S.W. Ship standing S.W. Latter thick weather The watch Employd boiling and Starting oil in to the Tanks In sight of Cape St Thaddeus bearing S.W. 20 miles off

No Obs

days Out Tuesday June 22 the 1852
1 631 The first part of these 24 hours light breezes from N thick weather The watch Employd boiling and Starting oil into the Tanks At 4 P.M saw a whale leeward and got him Middle and Latter light airs Employd boiling and stowing down

No Obs

days Out Wednesday June 23 the 1852
1 632 The first part of these 24 hours calm All hands Employd boiling and stowing down oil Middle light airs The watch Employd boiling and Stowing oil Latter weather the same All hands Employd boiling and cutting in the whale 1 Sail in sight the mast of them a boiling

[illegible]

Remarks on board Barque [illegible]

Days Out
1 .33

Thursday June 24th 1852
The first part of these 24 hours light airs
All hands employed boiling and cutting
got the whale in at 5 P.M. saw several ships
[illegible] cutting and [illegible] whales Middle and Latter
weather [illegible] the same employed a boiling all
hands in the forenoon breaking out shooks
30 [illegible] in [illegible] from [illegible] no whales
Land bearing SW 40 miles off So ends

Days Out
1 634

Friday June 25th 1852
The first part of these 24 hours light breezes
[illegible] studding sails All hands [illegible]
boiling Middle weather the same Latter
[illegible] All hands employed cutting and stow
ing down oil [illegible]
[illegible] no whales

Days Out
635

Saturday June 26th 1852
The first part of these 24 hours calm and thick
fog All hands employed boiling and stowing down
[illegible] Middle [illegible] thick [illegible]
Latter light breezes from [illegible] and a thick fog [illegible]
[illegible] whale [illegible]

All hands employed boiling and stowing down oil
So ends

Days Out
1 .35

Sunday June 27th 1852
The first part of these 24 hours light [illegible]
and a thick fog [illegible]
[illegible] All hands employed boiling and stowing
down oil Middle weather [illegible] good
[illegible] at 1 P.M. Latter fresh breezes [illegible]
taken the [illegible] and [illegible] Main
top sail All hands employed stowing down oil
So ends

9 Cruising

Days Out 537 Monday June 28th 1852
The first part of these 24 hours fresh breezes from [illegible] Ship standing S.E. [illegible] hands employed stowing down oil Middle weather the same [illegible] in regard to [illegible] Latter [illegible] [illegible] [illegible] could not [illegible] [illegible] several large pieces of ice [illegible] Ship to the W.N.W. Spoke the Ship Cornelius Howland 5 whales
Latt 62 00 N Long 179 01 E by obs

Days Out 538 Tuesday June 29th 1852
The first part of these 24 hours strong gales from [illegible] Ship laying too [illegible] [illegible] the same [illegible] in regard to [illegible] Middle and Latter weather the same laying too on different tack
Latt 61 58 [illegible] Long 179 30 E by obs

Days Out 539 Wednesday June 30th 1852
The first part of these 24 hours fresh gales from N Ship laying too [illegible] [illegible] [illegible] Moderate [illegible] [illegible] [illegible] without success [illegible] [illegible] [illegible] [illegible] [illegible] jib and fore sail Middle weather the same Latter fresh gales from N.N.E. Ship standing in to the [illegible] under double reefed topsails and fore sail [illegible] employed stowing [illegible] [illegible] Spoke Ship [illegible] of New London 7 whales no obs

Days Out 540 Thursday July 1th 1852
The first part of these 24 hours fresh gales from N.N.E. thick weather Ship standing [illegible] under double reefed topsails and fore sail Middle weather the same Latter light breezes under all sail [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] about 30 [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] no [illegible]

Remarks [illegible] board [illegible] [illegible]

[illegible] [illegible]
1 64

Friday July 2d 1852
The first part of these 24 hours light airs from N.E. Ship a cruising leeward for whales [illegible] [illegible] About 30 sail in sight [illegible] [illegible] [illegible] Middle and Latter part the same [illegible] At 10 A.M. [illegible] whale without success [illegible] ship a cutting [illegible] and the land 20 miles off.

[illegible] [illegible]
1 42

Saturday July 3d 1852
The first part of these 24 hours light airs from N.E. [illegible] Middle [illegible] [illegible] Latter [illegible] Spoke the [illegible] Dunne [illegible] [illegible]
~~Middle and Latter~~

[illegible] [illegible]
1 43

Sunday July 4th 1852
The first part of these 24 hours light airs [illegible] [illegible] [illegible] Middle and Latter [illegible] clear Ship a cruising At 10 A.M. saw whales under [illegible] [illegible] [illegible] nothing [illegible] [illegible]

[illegible] out
1 344

Monday July 5th 1852
The first part of these 24 hours light breezes from S.S.E. Ship a cruising saw whales into the ice leeward and lowered several got nothing. Spoke Ship Cooper of New Bedford 2 whales. Middle thick and rainy. Latter pleasant weather lowered for whales in the ice without success. Saw several Ships a cutting and boiling
No Obs

Days Out
1 345

Tuesday July 6th 1852
The first part of these 24 hours light breezes from E.S.E. Ship a cruising lowered for a whale in the ice but too much sail could not overtake him. Middle weather the same. Latter light airs and pleasant weather employed chasing whales in the ice got nothing
No Obs

Days Out
1 346

Wednesday July 7th 1852
The first part of these 24 hours light airs from the southward. Ship a cruising saw whales struck one in the ice lost him and parte of a line. Middle and Latter light breezes and a thick fog ship standing to the N.E. The watch employed [illegible] Latt 52.30 N Long no obs

Days Out
1 347

Thursday July 8th 1852
The first part of these 24 hours light breezes [illegible] watch employed starting water. Middle weather the same. Latter [illegible] of the time [illegible] standing to the N.E. Saw [illegible]
Latt 52.18 N Long 177.45 W by [illegible]

[illegible]

Remarks On board Bargue Harvest

[illegible] Friday July 9th 1852

The first part of these 24 hours light breezes [illegible]

Middle and Latter part [illegible]

[illegible] the [illegible] called [illegible] William [illegible] on deck and requested him to go to work and [illegible] work [illegible] to go to work [illegible] mornings and has but twelve hours out of twenty four [illegible] which ~~[illegible]~~ The cooker he said he would not work no more than dais works on shore and that he would not [illegible] and used [illegible] the Captain orderd him but

in [illegible] below the Capt orderd him to remain on deck and the [illegible] told him he would see him damned first and went below where the Boatsteerers and carpenter [illegible]

5 P.M [illegible] Benjamin [illegible] Brown [illegible] joind him and refused duty the[y] were all called [illegible] on deck [illegible] in the night [illegible] the steerage [illegible] they used mutinous language [illegible] threats [illegible] of the Captains life

Latt 33.5 [illegible] Long 174.36 W [illegible]

[illegible] Saturday July 10th 1852

[illegible]

[illegible] took down the door and came out [illegible]

[illegible] the men in the Steerage to come on deck [illegible] the request [illegible] times [illegible] that then we [illegible] [illegible] [illegible] we would [illegible] the Ship the told [illegible] [illegible] would be damned and tha would cut a hole in the Ship we closed the hatches and made a smoke and left the done so that tha could com up when tha had a mind to the made use of [illegible] [illegible] of a [illegible] language and threat At 10 [illegible] [illegible] to [illegible] up tha came up one at a time we put them in Irons Lewis Dickson after [illegible] [illegible] said threats to the [illegible] and [illegible] to the foremast hands to help him and [illegible] chais after the captain which we prevent I knock[illegible]

him down Put Lewis Dickson Barney Kennedy and John Potts in the [illegible] until [illegible] [illegible] [illegible] [illegible] Edwards in the [illegible] So ends this 24 hours Geo O.by

day lat
1 650

Sunday July 11th 1852
The first part of these 24 hours light airs and thick fog from [illegible] [illegible] [illegible] [illegible] light sail the [illegible] [illegible] [illegible] the [illegible] [illegible] getting the Anchors off of the [illegible] Middle weather the same At 11 P.M. wore Ship to the [illegible] [illegible] [illegible] 65 fathoms of water Latter part [illegible] breezes and a thick fog [illegible] [illegible] to the [illegible] [illegible] with the [illegible] [illegible]
Geo O.by

days lat
1 551

Monday July 12th 1852
The first part of these 24 hours fresh breezes and a thick fog from [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] At 5 P.M. [illegible] [illegible] [illegible] [illegible] [illegible] wore Ship to the [illegible] [illegible] the lead got bottom 60 fath At 6 P.M. double reefed the top sails and handed the main sail [illegible] the [illegible] got bottom 50 f Middle weather the same wore Ship at 4 A.M. At [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] and a [illegible] got [illegible] studding [illegible] [illegible] the [illegible] [illegible] [illegible] [illegible] [illegible] At 8 A.M. [illegible] [illegible] [illegible] [illegible] Made all Sail Steering

(107) Remarks on board [illegible] [illegible]

days out (Monday July 12th 1852
652

The first part of these 24 hours light breezes and pleasant weather from S.E. by compass Ship standing [illegible] Port [illegible] to see if there is a chance of wood there that we can get [illegible] [illegible] The watch Employed repairing damages (Middle weather the Same At 12 m.d. Kings Island bearing [illegible] Latter [illegible] At 10 A.M. 30 Natives came alongside The [illegible] Latt [illegible] Long [illegible]

days out
653

Tuesday July 13th 1852
The first part of these 24 hours light breezes and pleasant weather [illegible] the wind to the [illegible] Ship standing [illegible] Middle [illegible] light breezes Ship Standing in for Port [illegible] At [illegible] A.M. calm and a thick fog let go the Anchor in 30 f. Latter light breezes [illegible] thick weather At [illegible] took the Anchor Employed [illegible] into the harbour

days out
654

Wednesday July 14th 1852
The first part of these 24 hours commenced with light breezes and thick weather from the [illegible] At [illegible] let go the Anchor in [illegible] fathoms At 4 a light breeze from [illegible] At [illegible] P.M. [illegible] the Anchor and [illegible] for the harbour Middle At [illegible] P.M. [illegible] the Anchor in 9 fathoms within [illegible] of the [illegible] Amphitrite Middle and Latter weather the Same At 4 P.M. [illegible] of the Amphitrite So Ends

Laying in Port Clearance

Days Out 155 Thursday July 15th 1852
The first part of these 24 hours light breezes from N.W. thick rainy weather Middle fresh breezes from N.W. Latter light airs and calms. At 3 P.M. [illegible] the weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] At 10 A.M. took the Anchor and tried to go to Sea it came calm and let go the Anchor
So Ends

Days Out 156 Friday July 16th 1852
The first part of these 24 hours commences with calms At 4 P.M. a light breeze from [illegible] took our Anchor and put to Sea At 5 out side of the Harbour Steering N.W by compass Middle [illegible] [illegible] [illegible] [illegible] [illegible] At [illegible] [illegible] [illegible] and [illegible] out of [illegible] [illegible] [illegible] [illegible] Latter breeze [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a Ship Standing for the Islands No Obs

Days Out 157 Saturday July 17th 1852
The first part of these 24 hours [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Middle weather the same [illegible] laying aback on different tacks Latter [illegible]
Hannibal of New London 800 whales
Latt 66.22 N Long 170.36 W

[illegible] on board [illegible]

days Out 658 Sunday July 18th 1852
The first part of these 24 hours light breezes
from [illegible]
[illegible]
[illegible] Middle part [illegible] from
the Southward [illegible]
hauled to the wind heading E.N.E. double
reefed the top sails [illegible]
[illegible] Latter part [illegible]
made all sail Ship a cruising Same
[illegible]
[illegible]
No Obs

days Out 659 Monday July 19th 1852
The first part of these 24 hours light breezes
and pleasant from the Southward Ship a
cruising [illegible]
[illegible] Middle weather much the same
Latter part [illegible] put [illegible] top
sails and handed the Mainsail Ship a
cruising in the Straits Latt 65.49 [illegible]

days Out 660 Tuesday July 20th 1852
The first part of these 24 hours light breezes
from [illegible] cruising [illegible]
for whales [illegible] Middle part breezes from
[illegible]
cutting in the whale got him in about 5
[illegible] Latter part [illegible]
employed a boiling
No Obs

A Cruising in the Straits

Days Out 51 Wednesday July 21 the 1852

The first part of the 24 hours light breezes [illegible] ship a cruising [illegible]
cooled down the works to let the whale
fat [illegible] no whales got nothing
Middle calm Latter light breezes [illegible]
[illegible] the [illegible] of the [illegible]
and set the Main Sail Saw whales going
to fast to [illegible] for them [illegible] Obs

Days Out 52 Thursday July 22 the 1852

The first part of the 24 hours light breezes
and thick rainy weather from S.E. Ship a
cruising between St Lorences bay and Cape
East Saw some whale to a distance did not
lower [illegible]
[illegible] Middle part [illegible]
At 3 A.M. double reefed the top sails took in
[illegible] Latter [illegible]
[illegible] the same ship standing [illegible] spoke the
Barque Gen Scott of New London 7 whales
no Obs

Days Out 53 Friday July 23 the 1852

The first part of the 24 hours [illegible] breezes and
thick [illegible] ship standing to the
[illegible]
Middle [illegible] Latter light [illegible]
[illegible]
[illegible]
[illegible] of [illegible] No Obs

Remarks on board [illegible]

Dist Lat
1 66?

Saturday June 24th 1852
The first part of these 24 hours light [illegible] from [illegible] thick fog [illegible] Middle and latter calm and a thick fog [illegible] So Ends

Dist Lat
1 66?

Sunday June 25th 1852
The first part of these 24 hours light breezes and thick fog from S.E. [illegible] Standing [illegible] Middle [illegible] the same [illegible] 25 miles to the Northward of [illegible] Finished

[illegible] Latter [illegible] breezes from S.S.E and clear weather [illegible] up for the Straits
5 Sail in Sight Latt 66 27 N

Dist Lat
1 66?

Monday June 26th 1852
The first part of these 24 hours light breezes and pleasant weather from S.S.E [illegible] Ship beating up for the Straits Middle fresh breezes and thick fog [illegible] the top sails Latter [illegible] the same [illegible] the land [illegible] from [illegible] the same [illegible]
Latt [illegible] Long [illegible]

Dist Lat
1 66?

Tuesday June 27th 1852
The first part of these 24 hours fresh breezes and [illegible] set [illegible] Sails [illegible] and [illegible] Ship standing to the E wind S.S.E. by compass Middle moderate [illegible] Latter [illegible] and [illegible] weather [illegible] several Sail in sight
Latt [illegible] Long [illegible]

A Cruising in the Artic Ocean

Days Out
668

Wednesday July 28th 1852
The first part of these 24 hours light breezes and a thick fogg [illegible] Ship heading to the E.S.E. [illegible] All hands employed [illegible]
Middle light breezes with standing on different tacks Latter light breezes and foggy with standing to the E.S.E. [illegible] Spoke the Ship Champion of New Bedford took in the Larboard Boat to repair Cho Obs

Days Out
1 669

Thursday July 29th 1852
The first part of these 24 hours light breezes from S.E. and a thick fogg Ship heading to the S.S.E. [illegible] finished repairing Larboard Boat Middle weather much the same Latter at 7 the fogg cleared away for 15 minutes saw Ice to the Westward [illegible] Ship to the N.E. Cho Obs

Days Out
7 670

Friday July 30th 1852
The first part of these 24 hours light breezes and thick fogg from E.S.E. At 4 P.M. fogg cleared away saw [illegible] Bowhead lowered got nothing Middle lowered Larboard boat went on and [illegible]
[illegible] Latter thick fogg Ship [illegible] on different tacks Cho Obs

Days Out
1 671

Saturday July 31st 1852
The first part of these 24 hours light breezes and thick fogg At 3 P.M. spoke Ship Metacom of New Bedford 17 whales got a [illegible] out of her At 6 P.M. saw a Bowhead lowered came in [illegible] Middle and Latter a thick fogg [illegible]
Do Obs

Remarks On board Barque Harvest

Days Out 672 Sunday Aug 1 the 1852
The first part of these 24 hours light breezes and thick fogs from [illegible] heading to the [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] building Middle [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
Latt [illegible] Long 17[illegible]

Days Out 673 Monday Aug 2 the 1852
The first part of these 24 hours calm and [illegible] [illegible] Middle and Latter part [illegible] from [illegible] [illegible] standing to [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] a [illegible] [illegible] [illegible]

Days Out 674 Tuesday Aug 3 the 1852
The first part of these 24 hours light airs and [illegible] with fogs Ship standing by the [illegible] [illegible] Middle and Latter thick fogs [illegible] [illegible] nothing [illegible] [illegible]
[illegible] [illegible]

Days Out 675 Wednesday Aug 4 the 1852
The first part of these 24 hours light airs and thick fogs from [illegible] standing to [illegible] Middle [illegible] [illegible] [illegible] sounded as if [illegible] [illegible] of us think it is a ship a firing for [illegible] [illegible]
Middle [illegible] Latter [illegible] weather [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] building and [illegible] [illegible]
Latt [illegible] Long 17[illegible]

Cruising in the Artic Ocean

Days Lat
69 50

Log
Thursday Aug 5th 1852
The first part of these 24 hours light airs from the Eastward and clear weather Lowered and fastened to a humpback the iron straps parted lost him Middle and Latter weather much the same Saw a Bowhead Leeward and chased without success No Obs

Days Lat
69

Log
Friday Aug 6th 1852
Log
The first part of these 24 hours light airs from the Eastward Ship a cruising Boats Lowered Employed a chasing got nothing saw a number of ships we got a [illegible] Middle and Latter light breezes and pleasant from N.N.E. Ship a cruising Leeward for whales got nothing
No Obs

Days Lat
1 69 50

Saturday Aug 7th 1852
Log
The first part of these 24 hours light breezes and pleasant weather from N.N.E. Ship a cruising saw one Bowhead going to quick to windward Middle and Latter weather the same Employed chasing whales got nothing No Obs

Days Lat
1 69

Sunday Aug 8th 1852
The first part of these 24 hours light breezes and thick fog from Southward Ship a lying aback At 8 P.M. clear weather saw a number of ships 3 a cutting and as many a boiling Middle and Latter weather the same Employed chasing whales got nothing as usual
No Obs

[illegible] the [illegible] Barque [illegible]

Days Out 652 Monday Aug 9 the 1852
The first part of these 24 hours light breezes from the N E clear weather Ship a cruising [illegible] a cruising whales got nothing
Middle and Latter weather the Same
no whales Seen 13 Ships in sight
Latt 58°24 N Long [illegible] 173 [illegible]

Days Out 653 Tuesday Aug 10 the 1852
The first part of these 24 hours light breezes from S E clear weather Ship cruising for whales
Middle weather the Same At 5 PM Saw a whale lowered got nothing Latter fresh breezes from S S W thick weather Saw whales [illegible]

did not get near them So as to tell what they was No Oil

Days Out 654 Wednesday Aug 11 the 1852
The first part of these 24 hours light breezes from W S W thick weather. Saw Several Sails Spoke the Barque [illegible] of Warren 5 whales Middle and Latter fresh breezes from the Southward At 11 AM Ship Steering N no whales to day. No Oil

Days Out 655 Thursday Aug 12 the 1852
The first part of these 24 hours [illegible] breezes from the Southward Ship Steering [illegible]
Spoke the Ship Tamerlane of New Bedford 5½ whales Middle and Latter light breezes from [illegible] Ship Steering [illegible] no whales Seen 10 Sails in sight Latt [illegible]

A cruising

days Out 584 Friday Aug 13 the 1852
The first part of these 24 hours light breezes from W Ship standing to the S S W At 1 P M lowered for a whale and got him at 4 P M commenced cutting Middle light airs All hands Employd a cutting got the whale in at 1 A M and set the watch Latter fresh breezes from E S E & Cloudy Ship standing to the Southward Saw Several Ships no Whales The watch Employd a boiling Latt 57.59 N Latt 174.41 W by obs

days Out 585 Saturday Aug 14 the 1852
The first part of these 24 hours fresh breezes from E S E & cloudy Ship standing to the South under double reefed top Sails fore Sail and jib The watch Employd a boiling Middle and Latter light breezes and clear weather no whales The watch Employd a boiling No Obs

days Out 586 Sunday Aug 15 the 1852
The first part of these 24 hours light breezes from E S E Ship standing N E The watch Employd a boiling No Sails in sight So a boiling Middle weather the Same Latter light airs and thick foggy from S Ship standing E S E At 11 A M finished boiling No Obs

days Out 587 Monday Aug 16 the 1852
The first part of these 24 hours calm and a thick fogg The watch Employd clearing up decks Middle fresh breezes from N N W Ship Steering to the S W in thick Stormy weather Latter weather much the Same Ship heading W by S under double reefed top Sails All hands Employd Stowing down oil No Obs

Remarks On board Bark [illegible]

Days Out
1 588

Tuesday Aug 17th 1858
The first part of these 24 hours [illegible] breezes [illegible] and thick weather with strong [illegible] under double reefed topsails [illegible] [illegible] Middle and Latter [illegible] the same the watch [illegible] Spoke Ship Montreal of New Bedford 14 whales [illegible]

Days Out
1 589

Wednesday Aug 18th 1858
The first part of these 24 hours fresh breezes from N.N.W. by compass Ship a Cruising under double reefed topsails and fore sail Spoke Ship Majestic of New Bedford 11 whale Bound in Shore to Stop a hole in his bow Middle weather the same Latter fresh gales handed the fore top sail Land in sight Latt 58.31 N Long Obs [illegible]

Days Out
1 590

Thursday Aug 19th 1858
The first part of these 24 hours fresh gales from N.N.W. by compass Ship heading [illegible] under close reefed main top sail and fore sail Middle weather the same Latter weather moderate set the fore top sail double reefed Saw a plenty of Ships
Latt 59.28 N [illegible] 39 [illegible]

Cruising in the Arctic Ocean

Miles Lat 71 Friday Aug 20 the 1852
The first part of these 24 hours fresh gales from NNW Ship Standing to the west under reefed sail Spoke Ship [illegible] of New Bedford 11 whales Middle moderate turned the reefs out of the top sails [illegible] Latter light breezes from NE Ship cruising saw Ships [illegible]
Latt 69.31 N Long 5 P.M. 170.19 W by Chr

Miles Lat 72 Saturday Aug 21 the 1852
The first part of these 24 hours light breezes from NE Ship a cruising [illegible] for a whale got nothing saw 2 ships [illegible] 17 men off duty sick Middle weather the same Latter [illegible] two whales 2 ships in sight
Latt 69.30 N Long 5 P.M. 169.43 W by Chr

Miles Lat 1 73 Sunday Aug 22 the 1852
The first part of these 24 hours calm [illegible] Middle light breezes from [illegible] Ship [illegible] spoke ship [illegible] of New Bedford [illegible] Latter weather the same saw a plenty of [illegible] Latt 69.31 Long P.M. 170.52 W by Chr

Miles Lat 1 74 Monday Aug 23 the 1852
The first part of these 24 hours fresh breezes from NE Ship a cruising leeward for a whale saw [illegible] [illegible] both the boats [illegible] the Ship [illegible] Middle and Latter weather the same All hands employed cruising whale got nothing [illegible]

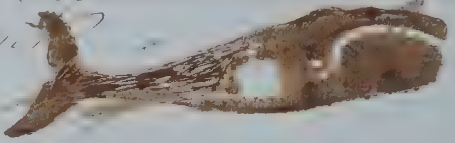
Remarks On board Barque [illegible]

days Out 1 695

Tuesday Aug 24 th 1852
The first part of these 24 hours fresh breezes under all S Ship a cruising All hands employed a [illegible] whales got nothing Middle and end Latter light breezes At 8 A M lowered for whales got one
Latt 67.35 N

days Out 1 696

Wednesday Aug 25 th 1852
The first part of these 24 hours light breezes from N W All hands employed cutting in the whale Middle weather the same At night the whale in and started the works Latter The watch employed a boiling Latt 67.4[illegible]



days Out 1 697

Thursday Aug 26 th 1852
The first part of these 24 hours light breezes from N at 2 P M lowered for whales got one got him to the Ship and commenced cutting Middle fresh breezes All hands employed cutting in the whale At 12 lashed down All hands turned in till 5 A M Latter weather the same All hands a cutting in the whales
No Obs

days Out 1 698

Friday Aug 27 th 1852
The first part of these 24 hours fresh breezes [illegible] All hands employed a cutting in the whale got him in at 4 P M set the watch and commenced boiling Middle fresh gales from N Ship Standing [illegible] Latter weather the same under close reefed main top sail and fore sail The watch employed a boiling

days Out
699

Saturday Aug 28th 1852
The first part of these 24 hours fresh gales from N.W. Ship standing to the N under a close reefed main top sail and fore sail The watch employd a boiling Middle weather the same Latter light breezes and thick weather from N.N.W. Ship heading N.E. No Obs

days Out
700

Sunday Aug 29th 1852
The first part of these 24 hours light breezes and thick weather from W.N.W. ship heading N.E. under a close reefed main top sail The watch employd a boiling Middle light airs Latter calm and a thick fogg All hands employd a boiling and taking out sails and stowing them in the run Took Hamlin out of irons on the promise of good behaviour

Took J. Hamlin out of irons

days Out
701

Monday Aug 30th 1852
The first part of these 24 hours light airs from N.W. a thick fog Ship heading N.E. All hands employd boiling and stowing away bone. Middle and Latter light breezes All hands employd the forenoon a boiling and stowing down oil Saw 2 Sails

days Out
702

Tuesday Aug 31 the 1852
The first part of these 24 hours light breezes from N.N.W. Ship heading W.S.W. At 3 P.M clear weather Saw 2 Sails All hands employd boiling and stowing down oil in the after hatch Middle light airs Latter light breezes Ship heading to the N.N.E. All hands employd boiling and stowing down oil No Obs

Remarks on board Barque [illegible]

Days Out
1 703

Wednesday Sept 1st 1852
The first part of these 24 hours light breezes
from [illegible] ship heading to the [illegible] under
[illegible] sail All hands employed cooling and
stowing down oil Middle finished cooling
Latter All hands employed stowing down
Latt [illegible] Long [illegible]

Days Out
1 704

Thursday Sept 2nd 1852
The first part of these 24 hours light breezes
from [illegible] Ship standing to the Westward double
reefed top sails and foresail All hands employed
stowing down oil Middle wind [illegible] to
[illegible] ship [illegible] Latter wind [illegible] ship standing
W S W Saw several sails Spoke Ship [illegible]
of [illegible] no whales All hands employed
stowing down oil
Latt [illegible] Long 172 47 [illegible]

Days Out
1 705

Friday Sept 3rd 1852
The first part of these 24 hours fresh breezes
from [illegible] Ship standing [illegible] double reefed the
top sail All hands employed stowing down oil
Middle strong gales ship [illegible] under
[illegible] main top sail and fore sail
Latter close reefed the main top sail
[illegible] to the N S E
Latt [illegible] Long [illegible]

Days Out
1 706

Saturday Sept 4th 1852
The first part of these 24 hours commenced with
fresh gales from [illegible] ship heading [illegible] under
a close reefed main top sail and fore sail At 4 P M
[illegible] some whales [illegible]
Middle light [illegible] Latter light
breezes [illegible] ship [illegible] raised [illegible]
whale but not [illegible]
No [illegible]

Cruising in the Arctic Sea

Days Out Sunday Sept 5 the 1852
1 708
The first part of these 24 hours fresh breezes from S Ship a cruising around for whales saw nothing from the boats. Spoke the Ship Emerald of Sag Harbour 15 whales saw his boats fast to one. Middle fresh gales laying to under a double reefed main top sail and fore sail. Latter moderate set double reefed fore top sail and main top sail and jibb All hands employed chasing whales struck one the Iron broke lost him
Latt 72.40 N Long [illegible]

Days Out Monday Sept 6 the 1852
1 709
The first part of these 24 hours fresh breezes from S Ship a cruising All hands employed chasing whales got nothing Saw 3 Ships take whales. Middle double reefed the top sails took in main sail and jibb Latter moderate breezes from S employed chasing whales

Days Out
1 710
Day
Tuesday Sept 7 the 1852
The first part of these 24 hours fresh gales from S At 1 P.M. fastened to a whale headed in to him lite 4 P.M. cut and let him go Stove the Bow Boat a taking him up

And Starboard boat Middle weather the same Latter more moderate thick weather saw one whale to far to windward and to leeward Latt 68.43 N Long No Obs

Days Out Wednesday Sept 8 the 1852
1 711
The first part of these 24 hours light breezes and thick rainy weather from SE Saw 15 ships 2 take whales. Middle fresh breezes double reefed the top sails Latter weather the same Ship Steering to the Eastward Saw Several Ships Steering No Obs

Remarks On board Barque Harvest

days Out
1 712 Thursday Sept 9th 1852
The first part of these 24 hours fresh breezes and thick weather from NNE ship steering various courses from NE to SE Middle weather much the same Latter light breeze under all sail steering SSE saw one sail Latt 67.24 [illegible]

days Out
1 713 Friday Sept 10th 1852
The first part of these 24 hours light breezes and thick weather from NNE ship steering N Middle and Latter weather much the same At 11 A M the ship steering in past [illegible] Island within 4 miles of it No whales in sight

days Out
1 714 Saturday Sept 11th 1852
The first part of these 24 hours light breezes and thick weather from the Westward Ship steering to the southward At 3 P M hauled to the eastward Middle weather much the same Latter calm At 9 A M came to Anchor About 5 miles from land

days Out
1 715 Sunday Sept 12th 1852
The first part of these 24 hours calm and a thick fog Ship lying to Anchor Middle and Latter light breezes from NNE At 4 took the anchor and steered [illegible]

days Out
1 716 Monday Sept 13th 1852
The first part of these 24 hours light breezes from NNE Ship standing NNE all sail set saw a [illegible] a boiling Middle and Latter light baffling airs Latt No Obs

[illegible]

days Out
1 717 Tuesday Sept 14th 1852
The first part of these 24 hours light baffling airs ship working to the Northward Middle and Latter weather the same [illegible] one sail in sight
Latt 67.48 N Long 175.55 W [illegible]

Cruising in the Arctic Ocean

days out 718
Wednesday Sept 15th 1852
The first part of these 24 hours light breezes from [illegible] Ship steering to the [illegible] the watch employed drawing bone Middle and Latter weather thick the same spoke the Ship Amelia of New Bedford 3 whales the doctor came on board to see the sick and lame
No Obs

days out 719
Thursday Sept 16th 1852
The first part of these 24 hours light airs from [illegible] Ship steering to the [illegible] in company with the Amelia Middle light breezes from [illegible] Ship steering [illegible] Latter weather the same saw Ships with whales employed a cleaning [illegible] No Obs

days out 720
Friday Sept 17th 1852
The first part of these 24 hours light breezes from NW Ship a cruising All hands employed chasing whales Middle and Latter weather the Same employed the Same No Obs

days out 721
Saturday Sept 18th 1852
The first part of these 24 hours light baffling airs no whales Middle and Latter light breezes and thick fog from SE Ship a laying aback a part of the time
Latt 59.07 Long 174.10 [illegible]

No [illegible]

days out 722
Sunday Sept 19th 1852
The first part of these 24 hours light breezes from [illegible] Ship a cruising saw 4 Ships [illegible] Middle weather the same Latter thick fog
Latt 58.57 N

days out 723
Monday Sept 20th 1852
The first part of these 24 hours fresh breezes from [illegible] Ship a heading to the [illegible] Spoke the [illegible] President of Stonington 10 whales Middle weather the same Latter light baffling winds Ship Standing to the Eastward No Obs

Remarks On board Barque Harvest

days Out 724 — Tuesday Sept 21 The 1852
The first part of these 24 hours light breezes
with [illegible] standing to the Southward
Spoke Ship [illegible] of New London [illegible] whales
Middle and Latter part [illegible]
[illegible] Lat [illegible] Long 170.26 [illegible]

days Out 725 — Wednesday Sept 22 The 1852
The first part of these 24 hours [illegible]
from [illegible] ship [illegible] Middle fresh breezes
Latter [illegible] took in fore top
sail and [illegible] ship heading [illegible]

No Obs

days Out 726 — Thursday Sept 23 The 1852
The first part of these 24 hours [illegible] gales
[illegible] the ship [illegible] took in
the fore sail and close reefed the main
top sail. Middle and Latter weather the
same [illegible] Long 173.45 [illegible]
[illegible] in the main top sail

days Out 727 — Friday Sept 24 The 1852
The first part of these 24 hours [illegible] gales from
[illegible] ship [illegible] heading [illegible]
ship to the [illegible] wind [illegible] set the main top sail
close reefed. Middle and Latter weather the same

No Obs

days Out 728 — Saturday Sept 25 The 1852
The first part of these 24 hours weather rather
more moderate wind [illegible] ship heading
[illegible] under close reefed main top sail and
fore sail. Middle weather much the same
Latter more moderate set close reefed top
sail At [illegible] in company with the
[illegible] of New [illegible] and the [illegible]
[illegible] at [illegible] took it to one of the [illegible]
Islands [illegible] within [illegible] mile of the [illegible]
[illegible]
[illegible]
ship to the [illegible] think that she was aground

Days Out
1 729

Sunday Sept 26 the 1852
The first part of these 24 hours fresh gales and thick rainy weather from N.E. by compass Ship Standing to the N.W. at 5 P.M. under double reefed top sails courses and jib Middle weather the same at 11 wore Ship to the E at 4 A.M. wore to the N.W. Latter light breezes and thick weather from N.E. Ship heading to the N.W. Spoke the Ship Margaret Scott of New Bedford a whaler
No Obs

Days Out
1 730

Monday Sept 27 the 1852
The first part of these 24 hours light breezes and thick fog from N.E. Ship a laying a back heading to the N.W. by compass Middle fresh gales double reefed the top sails main sail and jib Ship Standing to the N.W. Latter weather much the same At 9 saw land bearing to the S.W. set jib and main sail Ship heading W.N.W. 3 sails in sight No Obs

Days Out
1 731

Tuesday Sept 28 the 1852
The first part of these 24 hours fresh gales and thick weather from N.N.E. by compass At 1 P.M. land bearing from S.W. to N.W. wore Ship to the S.E. being in 15 fathoms water the 3 sails standing the same Middle weather the same Split the main sail and bent a new one Latter wind the same Squalls of Snow Saw land bearing S by E by Compass Supposed to be Berings Island No Obs

Remarks On board Barque Harbert

Days Out
1 732

Wednesday Sept 29th 1852
The first part of these 24 hours fresh gales from N.W. [illegible] Squalls of Rain with [illegible] Ships in sight Standing to the Eastward Spoke ship Margaret Scott and George Washington Middle weather much the same Latter part moderate set [illegible] top sails at 6 P.M. [illegible] same Stand to the Southward
— Latt by Dead R 47°25 S — Long 171.30 E

Days Out
1 733

Thursday Sept 30th 1852
The first part of these 24 hours fresh breezes and thick weather from N.W. & cloudy ship Standing to the N in company with the Ships Margaret Scott of New Bedford Ship George Washington of [illegible] Middle weather much the same Ship Steering E by S Latter At 10 A.M. Saw the [illegible] Ship Steering for the Straits
(No Obs)

Days Out
1 734

Friday Oct 1st 1852
The first part of these 24 hours fresh breezes from N.W. & [illegible] Ship Steering for Port Clarence At 4 P.M. double reefed the top Sails took in the jib Middle weather the same At 11 A.M. [illegible] Latter a fresh gale took in the fore top sail and Mainsail Standing to the N.E. Port Clarence bearing to the N.E. about 20 miles off

Lib Lat
1 735

Saturday Oct 2 the 1852.
The first part of these 24 hours fine gales from N.E. [illegible] Ship Standing to the W.N.W. At 4 P.M. set mal top Sails jib and Main Sail wore Ship to the N.E. Middle heavy Snow Storm Latter part baffling breezes employed beating to the W.N.W. no obs

Arr Oct
1 738

Sunday Oct 3 the 1852
The first part of these 24 hours light baffling winds All hands employed beating up for the harbour of [illegible] exchanged signals with a merchant Ship bound out Middle weather much the same At 10 P.M. let go the Anchor in 5 fathoms Latter light breezes and Pleasant weather At 8 A.M. took the Anchor employed beating up the bay

Alli Oct
1 737

Monday Oct 4 the 1852
The first part of these 24 hours light breezes from N.E. & Eastward At 2 P.M. let go Anchor in 4 fathoms water and went on Shore to look for water Middle and Latter light airs and rainy weather All hands employed getting off water and wood

Aiii Oct
1 739

Tuesday Oct 5 the 1852
The first part of these 24 hours calm light airs [illegible] Middle and Latter light breezes [illegible] All hands employed getting wood

Remarks [illegible] the [illegible] [illegible] [illegible]

Days Out
1 739
Wednesday Oct 6th 1852
The first part of these 24 hours light breezes from the [illegible]. All hands [illegible] getting off wood [illegible] [illegible] in the ship. Middle and latter [illegible] [illegible] getting off wood and Repairing boats

Days Out
1 740
Thursday Oct 7th 1852
The first part of these 24 hours light winds and cloudy [illegible] from the [illegible] employed Repairing boats got 2 loads of wood Middle calm Latter light breezes from the [illegible] [illegible] the [illegible] and [illegible] out [illegible] [illegible]

Days Out
1 741
Friday Oct 8th 1852
The first part of these 24 hours light breezes from the [illegible] [illegible] [illegible] but the [illegible] [illegible] and [illegible] of the [illegible] Middle [illegible] [illegible] of snow Latter light breezes from [illegible] [illegible] [illegible] to go to sea

Days Out
1 742
Saturday Oct 9th 1852
The first part of these 24 hours light winds [illegible] [illegible] to go to sea Middle light breezes from [illegible] Latter wind the same at 7 A.M. took the anchor and put to sea steering [illegible] by compass out of harbour at 10 passed the heads steering S.S.E

Days Out
1 743
Sunday Oct 10th 1852
The first part of these 24 hours light breezes from [illegible] steering S S E by compass the watch employed stowing the [illegible] Middle fresh breezes from N.W. by compass steering [illegible] [illegible] Latter wind the same [illegible] light [illegible] under all sail
Latt by Obs 34 [illegible] Long [illegible]

Acc. Lat.
74

Monday Oct 11 the 1852
The first part of these 24 hours fresh breez and thick weather from N by compass Ship Steering S by S Middle fresh gales under double reefed top sails and fore sail Latter running with both in the same top sail Ship steering S by W
No Obs

Acc. Lat.
745

Tuesday Oct 12 the 1852
The first part of these 24 hours fresh gales and thick weather from N N W by compass Ship Steering S W by W At 5 P.M under a close reefed reefed main top sail and fore sail Middle weather much the same a heavy sea Lost the Larboard boat cranes and craft carried away the after Davit Latter moderate under reefed main top sail double reefed fore top sail courses and Jibb At 7 A.M Saw St Mathews Island Ship Steering S W by S
No Obs

In Berings Sea

Acc. Lat.
745

Wednesday Oct 13 the 1852
The first part of these 24 hours fresh breezes from N N W by compass Ship Steering S W by S carrying all prudent sail At sun set St Mathews Island bearing W 25 miles dist
Middle light baffling winds under all sail Latter weather much the same Employed repairing the Starboard boat
No Obs

Remarks On board Barque Harvest

days out 747

[illegible] Oct 14th 1852
The first part of these 24 hours light winds and [illegible] weather [illegible] ship [illegible] the [illegible] Middle [illegible] winds [illegible] double reefed the top sails Latter fresh gales from W.N.W. Ship heading S.W. at 9 AM took in the fore top sail and jib
Latt 50.49 S Long 177.53 W [illegible]

days Out 749

Friday Oct 15th 1852
The first part of these 24 hours fresh gales from W.N.W. by compass Ship heading S.W. Ship under a close reefed fore top sail double reefed main and fore sail Middle moderate wind [illegible] set all sail Latter light [illegible] from [illegible] course S.W. by S by compass
Latt 51.44 S Long 178.00 [illegible]

days Out 750

Saturday Oct 16th 1852
The first part of these 24 hours [illegible] from [illegible] steering S.W. [illegible] Middle fresh gales [illegible] double reefed main top sail [illegible] heading S. Latter more moderate set [illegible] reefed top sails and fore sail Steering S.W. by S Thick rainy weather No Obs

[illegible]
Bound to the Sandwich Islands

days Out 751 Sunday Oct 17th 1852
The first part of these 24 hours fresh gales and thick weather wind hauled from E to S by compass Ship heading from SE to S to SW under double reefed Top Sails jib and courses Middle and Latter light breezes ship heading to the east and after 5 A M Latt [illegible] Long

days Out 752 Monday Oct 18th 1852
The first part of these 24 hours light breezes from SSE by compass Ship heading E wore Ship at 5 P M to the SW Middle blowing a gale at 1 A M under a close reefed main top sail and Fore sail Latter moderate thick and rainy Ship under double reefed top sails Fore sail and jib heading on the wind SW
No Obs

days Out 752 Tuesday Oct 19th 1852
The first part of these 24 hours moderate breezes and thick weather from SSE to SSW by compass Ship under double reefed top sails jib and Fore sail heading from SW to W wore Ship at 4 P M to the SE Middle and Latter light breezes and pleasant ship heading from SE to NE [illegible] [illegible] Bone
Latt 37.54 [illegible] Long 174.00 by chron

days Out 753 Wednesday Oct 20th 1852
The first part of these 24 hours light breezes and pleasant from NE [illegible] ship heading [illegible] [illegible] At 11 P M [illegible] Pitts refused duty and was [illegible] the [illegible] in irons and [illegible] Middle and Latter [illegible] trying to get to the land
Latt 37.30 Long 178.11 by chron

Remarks on board Barque Herbert

days Out 754
Thursday Oct 21 the 1852
The first part of these 24 hours light breezes and pleasant from S.W. by compass ship heading S.S.E. all sail set. Middle weather much the same ship on heading from S.E. to S.S.W. Latter weather the same [illegible]
Latt 55.37 S Long 178.20 E by obs

days Out 755
Friday Oct 22 the 1852
The first part of these 24 hours fresh breeze from S.W. by compass ship heading S.E. at 4 P.M. took in the main top gallant sail. Middle fresh gales double reefed the top sails took in jib and main sail. Latter at 9 A.M. wore ship to the N.W. by W.
No Obs

days Out 756
Saturday Oct 23 the 1852
The first part of these 24 hours fresh gales from S.W. by compass ship heading W.N.W. under close reefed main top sail and fore sail. Middle moderate At 5 A.M. under ~~[illegible]~~ top sails and fore sail [illegible] Latter baffling winds ship steering S.W. thick and rainy under all sail
No Obs

days Out 757
Sunday Oct 24 the 1852
The first part of these 24 hours fresh breezes and thick weather from N.E. under all sail steering S.W. Middle fresh gales wind hauled to S.E. at 2 A.M. wore ship heading to N.E. at 5 set course reefed top sails and fore sail wore ship heading E.S.E. Latter heavy gale took in all sail but the main spencer wore ship to the N.E.
No Obs

days Out 758
Monday Oct 25 the 1852
The first part of these 24 hours heavy gales and thick weather from W. by compass ship lying to under main spencer heading N.N.W. lost the [illegible] under the [illegible] the fore top mast [illegible] in [illegible] it. Middle At 8 P.M. weather moderate. Latter a moderate gale wind [illegible] Sail heading [illegible] reefed main top sail and fore sail Latt 54.13 S Long 177.00 E by obs

[illegible]
John [illegible]
[illegible]

Log
Bound to the Sandwich Islands

days 1 Lat 757 ×

Log
Tuesday Oct 25 the [illegible]
The first part of these 24 hours fresh gales and clear weather from W S W by compass Ship heading S E under a close reefed main top sail and fore sail Middle weather much the same Latter with breezes and squalls from S E Ship steering S E by E under double reefed top sails and courses bent a jibb and set the same
Latt 54.57 S Longt D R 175.28 E by Chro

We find that the ship makes a good deal of water since the gale

days 1 Lat 758

Log
Wednesday Oct 27 the 1852
The first part of these 24 hours light breezes and squally weather from E S E by compass Ship steering E N E under all prudent sail Middle fresh gales from N E At 3.4 M close reefed the top sails Latter moderate set the main top gallant sails steering S E by E
Latt by Obs 54.33 S Longt D R 172.23 E by Chro

A mistake in the number of days out

days 1 Lat ~~[illegible]~~ 758

Log
Thursday Oct 28 the 1852
The first part of these 24 hours fresh breezes and squally from N E Ship steering S E by S by compass carrying all prudent sail Middle weather much the same Latter weather continues the same Ship steering from S S E to S No Obs

days 1 Lat 759

Log
Friday Oct 29 the 1852
The first part of these 24 hours light breezes and squalls of rain from N E Ship steering S by compass Middle fresh breezes and squalls At 4 A M double reefed the top sails Latter wind round to N W Ship steering S E under all sail
Latt by Obs [illegible] S Longt D R 170.02 E by Chro

Remarks on board Barque [illegible]

Dys Out
1 760

Saturday Oct 30 the 1852
The first part of these 24 hours fresh breezes and smoky from N.W. ship heading W by compass Middle wind hauled to S.W. Latter part light wind and rainy Ship heading to the S.
Latt 44.50 N Longt D.R. 171.14 E by Obs

Dys Out
1 761

Sunday Oct 31 the 1852
The first part of these 24 hours fresh breezes from N.W. by compass Ship steering East Middle and Latter wind hauled to N.W. Pleasant weather under all sail Rove new Fore top sail braces
Latt 45.12 N Longt D.R. 173.12 E by Obs

Dys Out
1 762

Monday Nov 1 the 1852
The first part of these 24 hours fresh breezes and pleasant from N.W. by compass Ship at E all sail set Middle steering E.N.E. At 8 A.M. calm Latter calm employed getting the Larboard Boats davits No Obs

Dys Out
1 763

Tuesday Nov 2 the 1852
The first part of these 24 hours light wind and cloudy weather from N.W. by compass Ship heading East Middle fresh gales At 5 A.M. under [illegible] reefed main top sail and fore sail Latter blowing heavy At 7 A.M. wore Ship to the N.W. handed the main top sail and fore sail thick and rainey No Obs

Dys Out
1 764

Wednesday Nov 3 the 1852
The first part of these 24 hours moderate wind hauled to W by compass Ship steering E.S.E. At 5 under all sail Middle and Latter pleasant [illegible] Latt 45.25 N Longt D.R. 174.38 E by Obs

Dys Out
1 765

Thursday Nov 4 the 1852
The first part of these 24 hours pleasant breezes from W.N.W. Ship steering E.S.E. Middle and Latter part wind S with squalls of rain
Latt by Obs 45.09 Long by Chro 177.54 West

Bound to the Sandwig Islands

Days Out
..766..

Friday November 5th 1852
Fresh breeze from S with squalls of rain Steering E S E with Whole Top Sails set. At 3 P.M put the Starboard Boat out upon the cranes—(Mr Snider 1st Officer more unwell than he has been previously,) At 4 A.M Double reefed the Top Sail Latter part rainy. No Obs.

James Mortenga
off Duty Diseased
been off the last
3 Months. Others off and
on at short intervals

Days Out
..767..

Saturday November 6th 1852—
Strong breeze from S with thick rainy weather Steering E S E under Double reefed Top Sails Main Sail and Jib. At 3 P.M the wind came around W N W Set Whole Main Top Sail. At 4 P.M Set Main Top Gallant Sail. Middle and Latter part Light breeze from W N W with squalls of hail and rain
Latt by Obs 43..21 Long by Chro 173..10 By Dist 172..55 W

Days Out
..768..

Sunday November 7th 1852....
Light breeze from W N W with squalls of hail and rain Steering E S E With all Sail Set. At 4 P.M Set the Waist Boat out upon the Starboard quarter cranes. Latter part fresh breeze from N and squally
Latt by Obs 42..27 Long by Chro 171..37 By Dist 171..28 Wo

Days Out
..769..

Monday November 8th 1852..
Fresh breeze from N With squalls of hail and rain. Steering E S E With all Sail Set. At 3 P.M heavy squalls took in Main Top Gallt Sail Double reefed the Fore single reefed the Main Top Sail. At Midnight Double reefed the Main Top Sail wind W N W. At 8 A.M Set single reefed Main Top Sail and Main Top Gallt Sail. At 10 A.M set Whole Main Top Sail. Latter part squalls of hail
Latt by Obs 40..25 Long by Chro 168..48 Wo

Charles Edwards off
duty Skulked which
he often does especially
in bad weather

Days Out
770

Tuesday November 9th 1852..
Fresh Gales from W N W and squally Steering E S E With Main Top Gallt Sail Set. At 1 P.M took in Main Top Gallt Sail Double reefed the Top Sails. At 7 A.M Set Whole Top Sail and Main Top Gallt Sail. At 10 A.M squally took in Main Top Gallt and Double reefed the Top Sails Latter part rainy—No Obs.

Charles Edwards
on duty Barney
Kennedy off. it
being his turn to
go below complains previously

Remarks on board Bark Harvest

Wednesday November 10th 1852..

Days Out ..771..

Fresh breeze from S and rainy Steering E S E With Double reefed Top Sails Jib and Main Sail Set. At 5 P.M. took in Sail to close reefed Main Top Sail and Fore Sail. At 7 P.M. took in Fore Sail. At 3 A.M. Wind S W Set the Fore Sail and Steered E S E At 5 A.M. Set Double reefed Top Sails. At 10 A.M. Set Single reefed Main Top Sail and Main Top Gallt Sail Latter part Fresh Gales and pleasant

Latt by Obs 38..29 Long by Chro 164..46. W.

From 1 to 4 men off
duty all the time, some
off and on every 24 hours
to tedious to specify their names
they being on and off so that time alone

Thursday November 11th 1852..

Days Out ..772..

Fresh gales from S S W and pleasant Steering E S E With Double reefed Fore, Single reefed Main Top Sail, and Main Top Gallt Sail Set Middle part the Same At 10 A.M. Split the Main Top Gallt Sail heavy Squalls took in Sail to Double reefed M. T. Sail and F. Sail

Latt by Obs 36..39 Long by Chro 161..48 W.

Friday November 12th 1852..

Days Out ..773..

Strong gales from W N W and Squally Steering S E by E With Double reefed Main Top Sail and Fore Sail Set At 1 P.M. let one reef out the M. T. Sail. At 3 P.M. Set Double reefed Fore Top Sail. At Daylight Set Whole Top Sails Latter part Employed repairing a boat.

Latt by Obs 34..42 Long by Chro 159..53.

Saturday November 13th 1852..

Days Out ..774..

Fresh breeze from W N W and pleasant Steering S E by E With Whole Top Sails Set. Sent out a Fly Jib boom At 4 P.M. Steered S E Middle part wind S E At 11 A.M. wind S W and rainy

Latt by Obs 33..37. Long by Chro 158..51

Sunday November 14th 1852..

Days Out ..775..

Fresh breeze from S W and rainy Steering S E with Whole Top Sails Set. At 4 P.M. Double reefed the Top Sails. At 7 P.M. Steered S E by S. At 8 P.M. took in Jib and Main Sail. Middle part Wind at N W Latter part calm

Latt by Obs 31..47 Long by Chro 157..46

Remarks on board Bark Harvest

Monday November 15th 1852..

Days Out ..776–

Calm pleasant weather. Middle part light variable airs. Latter part Wind Variable with Squalls of rain Employed Stowing down Oil out of the Tanks

Tuesday November 16th 1852..

Days Out ..777..

Moderate breezes from W to S with Squalls of rain. Ship heading to the Southeastward with Whole Main Double reefed Fore Top Sail and Jib Set Employed Stowing down Oil out of the Tanks – Middle and Latter part calm and rainy .. No Obs.

Wednesday November 17th 1852..

Days Out ..778..

Light breeze from E N E and rainy Steering S S E – with Top Sails set. Employed Stowing Oil – Latter part Wind light from S S E with Squalls of rain Employed Washing Ship inside – No Obs –

Thursday November 18th 1852 –

Days Out ..779..

Light airs from S S E heading S W under short sail Middle and Latter part Wind the same heading E Employed Washing Ship outside

Latt by Obs 29..44 Long by Chro 155..58 –

Friday November 19th 1852..

Days Out ..780..

Light airs from S S E and pleasant heading E Middle and Latter part the same

Latt by Obs 29..53 Long by Chro 155..23.

Saturday November 20th 1852 –

Days Out ..781..

Light airs from S S E and pleasant heading to the Eastward With all Sail Set. Employed painting Boats and various other jobs. Middle and Latter part calm. Employed and various Jobs

Latt by Obs 29..56 Long by Chro 155..12 –

Remarks on board Bark Harvest

days out
1 782

Sunday Nov 21 the 1852
The first part of these 24 hours pleasant calm weather All hands employed at various jobs about the rigging and cleaning out the Forecastle Middle light airs from the leeward Ship Steering S by compass Latter light breezes from E under all Sail Latt by Obs 29.03 N Long 2 P.M. 155.32 W by chr

days out
1 783

Monday November 22 the 1852
The first part of these 24 hours light breezes and cloudy from E by compass Ship Steering S by E under all sail Middle squalley took in the light sail and double reefed the fore topsail Latter light squalls Set maintop gallin sail the watch Employed breaking out meat Pickels &c

Latt by Obs 27.07 N Long 2 P.M. 155.57 W by chr

days out
1 784

Tuesday November 23 the 1852
The first part of these 24 hours fresh breezes and squalley weather from E by compass Ship Steering S by E caring all precedent sail The watch Employed at various jobs about the rigging Middle and Latter weather the same The watch Employed the same as in the first part Latt 25.17 N Long 2 P.M. 156.20 W by chr

Eleven men off duty
Sick with the Scurvy
and other complaints

days out
1 785

Wednesday November 24 the 1852
The first part of these 24 hours fresh breezes and pleasant weather from E by compass Ship heading S by E The watch employed at various jobs in the rigging Middle light baffling breezes Ship heading from S E to S by W Latter squalls of rain
Latt by obs 24.00 N Long 2 P.M. 155.25 W by chr

days out
1 786

Thursday November 25 the 1852
The first part of these 24 hours light breezes and pleasant weather from E Ship heading S by E by compass The watch employed at various jobs about the rigging Middle weather the same Latter wind hauled to S E Ship heading off to S W at 11 A M tacked Ship to the Eastward
Latt 23.20 N Long 2 P.M. 156.41 W by chr

Brought Pedro Ant
off the sick list
of the [illegible]

Bound to the Sandwich Islands

days out
787

Friday November 26 the 1852
The first part of these 24 hours light baffling breezes and heavy showers of rain Ship heading from E to N E wind to the Sd and E Middle wind hauled to the Eastward wore Ship to the S S E at 10 P. Latter baffling winds Ship heading from S to S S E pleasant weather the watch Employed at various jobs Latt 22.40 N Longt 155.25 W by Chro

days out
788

Saturday Nov 27 the 1852
The first part of these 24 hours light breezes and pleasant weather from E Ship heading S S E Middle weather the same Latter fresh breezes from E N E At daylight saw the End of Mowee bearing S by compass about 25 miles off Ship steering S W and off to Wd by Obsd Latt 21.54 N

days out
789

Sunday November 28 the 1852
The first part of these 24 hours pleasant breezes from E N E Ship a running down the N Side of Morotoi At 4 P M bent the chains and got the Anchors off of the Bows At sunset saw Woahoo bearing W by S Steering for it Middle weather the same Ship steering W S W At 11 wore off Shore and laying a back At 5 wore Ship and steering for the harbour of Honollue Latter weather the same At 8 P took a Pilott at 9 P came to Anchor and moored Ship

days out
790

Monday Nov 29 the 1852
The first part of these 24 hours light squalls of rain Middle and Latter weather the same Employed washing Bone

days out
791

Tuesday Nov 30 the 1852
The first part of these 24 hours pleasant weather Employed washing Bone shipped the Flying Jibb boom Middle and Latter weather the same Employed washing bone

Remarks on board Barque [illegible]

days out
1 792
Wednesday December 1the 1852
The first part of these 24 hours pleasant weather employed working. Since At 4 P.M. sent Pedro Antone and James [illegible] on shore to be doctored Middle and Latter weather the same

days out
1 793
Thursday December 2the 1852
The first part of these 24 hours pleasant weather finished [illegible] Middle and Latter weather the same employed drying and bundling bone

days out
1 794
Friday Dec 3the 1852
The first part of these 24 hours pleasant weather employed drying and bundling bone Middle and Latter weather the Same

days out
1 795
Saturday Dec 4the 1852
The first of these 24 hours thick and rainy Middle and Latter fresh breezes and pleasant employed drying and bunching bone

days out
1 796
Sunday Dec 5 the 1852
The first part of these 24 hours pleasant weather got off two [illegible] that we bought at auction Middle and Latter weather the same [illegible] part of the [illegible]

days out
1 797
Monday Dec 6the 1852
The first part of these 24 hours pleasant weather Middle and Latter weather the Same finished a discharging bone on board Brig Emeline

days out
1 798
Tuesday Dec 7 the 1852
The first part of these 24 hours wind to the Sand [illegible] Middle a heavy blow from S [illegible] at 5 A.M. Ship [illegible] drifting afoul of us and stove the Starboard Boat The Ship [illegible] and [illegible] Anchor parted her chains and went on to the reef Latter light winds and heavy rain

Laying in the harbour of Honolulu

days Out Wednesday Dec 8 the 1852
799 The first part of these 24 hours light winds
and raining from the Westward Middle
and Latter light winds from the Eastward
Employed mooring ship

days Out Thursday Dec 9 the 1852
800 The first part of these 24 hours light airs Emp
loyd discharging: Bone Middle and Latter
pleasant Employed a getting off provisions
Discharged 2 Boatsteerers and 4 foremast
hands

days Out Friday Dec 10 the 1852
801 The first part of these 24 hours pleasant
Employd getting on board provisions Middle
wind hauled to the Southward Squalls
of rain Latter rainy weather

days Out Saturday Dec 11 the 1852
802 The first part of these 24 hours fresh breezes from
the SE Middle and Latter weather the
same

days Out Sunday Dec 12 the 1852
803 The first part of these 24 hours fresh Squalls from
SSE Middle and Latter weather the Same
The cook deserted in the night

days Out Monday Dec 13 the 1852
804 The first part of these 24 hours Squalls of rain
and wind from SSE Ships company on liber
ty Middle and Latter pleasant Ships company
came on board Excepton Hamlin Edwards and the
Blacksmith they did not come on board till 1 PM
Employd breaking out and stowing provisions
in the after hold

Remarks on board Bark Harriet

Days Out
1 805
Tuesday December 14th 1852
The first part of these 24 hours pleasant weather all hands employed Stowing provisions in the after hold Middle Showers of rain Latter pleasant employed as in the first part

Days Out
1 806
Wednesday Dec 15th 1852
The first part of these 24 hours pleasant weather finished Stowing of the after hold Middle heavy Showers of rain Latter pleasant light airs from the westward sent a small raft on Shore for water

Days Out
1 807
Thursday Dec 16th 1852
The first part of these 24 hours light airs from the westward and pleasant got off 40 Pipes of water Middle and Latter weather the same employed breaking out shooks and setting them up

Days Out
1 808
Friday Dec 17th 1852
The first part of these 24 hours light airs and pleasant employed setting up shooks Middle and Latter pleasant employed a setting up shooks

Days Out
1 809
Saturday Dec 18th 1852
The first part of these 24 hours squalls of rain employed Starting bread from Pipes into short casks Middle weather the same Latter winds to the Westward and pleasant

Days Out
1 810
Sunday Dec 19th 1852
The first part of these 24 hours light breezes from the Westward employed Starting Bread out of Pipes into short casks Middle and Latter pleasant weather

Laying in Honolulu

days Out Monday Dec 20the 1852
1 811 The first part of these 24 hours light breezes and pleasant a part of the Ships company on liberty Middle and Latter Squalls of rain

days Out Tuesday Dec 21 the 1852
1 812 The first part of these 24 hours fresh breezes and rainey from E S E Middle and Latter blowing a gale and heavey rain from the Southward

days Out Wednesday Dec 22 the 1852
1 813 The first part of these 24 hours fresh gales and rainey weather from the Southward Middle weather the same Latter pleasant weather

days Out Thursday Dec 23 the 1852
1 814 The first part of these 24 hours fresh breezes from the S S E Middle and Latter squalls of rain nothing a doing

days Out Friday Dec 24 the 1852
1 815 The first part of these 24 hours fresh breezes from S E Middle and Latter weather the same got onboard 13 bbls meat

days Out Saturday Dec 25 the 1852
1 816 The first part of these 24 hours fresh breezes and squalls of rain got from the Ship J E Donald five bundles of Pipe Staves Middle and Latter Squalls of rain

days Out Sunday Dec 26 the 1852
1 817 The first part of these 24 hours pleasant weather wind S E A watch on Shore Middle heavey squals of wind and rain Latter wind S E and pleasant

Remarks on board Barque Harvest

dis: lat
1 5/20

Monday Dec 27 the 1852
The first part of these 24 hours light winds from S.W. & watch on Shore Middle and Latter pleasant Imployed a fitting a new main top Mast Stay.

dis: lat
1 5/19

Tuesday Dec 28th 1852
The first part of these 24 hours pleasant & calm or wind Still to the S.W. Middle and Latter squals of rain Imployed fitting rigging

dis: lat
1 520

Wednesday Dec 29 the 1852
The first part of these 24 hours light breezes from the Southward and Westward Middle and Latter squals of rain Imployed fitting rigging

dis: lat
1 521

Thursday Dec 30 the 1852
The first part of these 24 hours light breezes from the Westward Imployed fitting rigging Middle and Latter squals of rain

[illegible] and officer
[illegible] Grafton

dis: lat
1 523

Friday Dec 31 the 1852
The first part of these 24 hours fresh breezes from W.S.W. Middle fresh gales and heavy rain The Ship [illegible] dragged into sea and caried a way the Sprit Sail yard and other damage Latter still blowing fresh

Laying in the harbour of Honolulu

days Out
824 Saturday January 1 the 1853
The first part of these 24 hours fresh breezes from the S.E. Middle and Latter pleasant weather

days Out
1 825 Sunday Jan 2 the 1853
The first part of these 24 hours light breezes and pleasant weather from the S.E. Middle and Latter weather the same A part of the Ships Company on Liberty

days Out
1 826 Monday Jan 3 the 1853
The first part of these 24 hours light airs and pleasant weather from the Southward Middle calm Latter light breezes from S Employed taking the Stern Anchor

days Out
1 827 Tuesday Jan 4 the 1853
The first part of these 24 hours light breezes from S and pleasant Hauled along side of the Ship New Jersey Middle and Latter weather the same Employed hauling ship around the harbour

days Out
1 828 Wednesday Jan 5 the 1853
The first part of these 24 hours light breezes from S.E. pleasant weather Middle and Latter light airs and calms Employed mooring Ship

days Out
1 829 Thursday Jan 6 the 1853
The first part of these 24 hours light airs from S.E. Employed getting ready to discharge Oil into the Bk Kirkland of Boston Middle and Latter pleasant weather wind S.E. Employed breaking out oil

Remarks on board Barque [illegible]

days out 1 830 Friday Jan 7th 1853
The first part of these 24 hours light breezes and pleasant weather from [illegible] Employed breaking out oil and stowing the same Middle and Latter weather the same Employed the same

days out 831 Saturday Jan 8th 1853
The first part of these 24 hours light airs from [illegible] Employed Breaking out and Stowing oil Middle and Latter weather the same Employed the same

days out 1 832 Sunday Jan 9th 1853
The first part of these 24 hours pleasant weather Employed Breaking out oil and stowing the same Middle and Latter weather the same The watch on liberty

days out 1 833 Monday Jan 10th 1853
The first part of these 24 hours pleasant weather Middle and Latter weather the same Employed Breaking out and stowing oil at 4 PM finished stowing in the Auckland ~~[illegible]~~ [illegible]

days out 1 834 Tuesday Jan 11th 1853
The first part of these 24 hours pleasant weather Middle and Latter weather the same The Barque [illegible] of [illegible] hauled alongside to take oil

days out 1 835 Wednesday Jan 12th 1853
The first part of these 24 hours pleasant weather Employed [illegible] of oil Middle and Latter weather the same Employed the same

Laying in the Port of Honolulu

days Out
1 835
Thursday Jan 13 the 1853
The first part of these 24 hours pleasant weather Employed Stowing oil on board Barque Candan Middle and Latter weather the same Employd the same

Pedro deserted

days Out
1 837
Friday Jan 14 the 1853
The first part of these 24 hours pleasant weather Employd Stowing oil in the Candan Middle and Latter weather the same Employd the same

days Out
1 838
Saturday Jan 15 the 1853
The first part of these 24 hours pleasant weather Finished Stowing off the Candan Middle and Latter weather the same At 8 A.M took our Anchors and hauled along side of the Barque Bearkshire of London

days Out
839
Sunday Jan 16 the 1853
The first part of these 24 hours pleasant weather Middle and Latter weather the same The watch on liberty

Edward Bowers deserted

days Out
1 840
Monday Jan 17 the 1853
The first part of these 24 hours fresh trades and pleasant weather Middle and Latter weather Employd discharging oil into the Birkshire

days Out
1 841
Tuesday Jan 18 the 1853
The first part of these 24 hours pleasant weather Employd discharging oil Middle and Latter weather the same Employd the same

Remarks on board Barque Harvest

days out
1 842
Wednesday Jan 19 the 1853
The first part of these 24 hours pleasant weather Employd discharging oil into the Berkshire Middle and Latter weather the same Employd the same

days out
1 843
Thursday Jan 20 the 1853
The first part of these 24 hours pleasant weather Employd discharging oil Middle and Latter weather the same Employd the same

days out
1 844
Friday Jan 21 the 1853
The ffirst part of these 24 hours light breezes from SE and pleasant Employd discharging oil in the Berkshire Middle and Latter weather the same Employd the same

days out
1 845
Saturday Jan 22 the 1853
The first part of these 24 hours pleasant breezes from SE Employd discharging oil into the Berkshire Middle and Latter wind to the Southward Employd the same

days out
1 846
Sunday Jan 23 the 1853
The first part of these 24 hours fresh breezes from NE and squalls of rain Finished discharging oil Middle and Latter pleasant weather The watch on liberty

days out
1 847
Monday Jan 24 the 1853
The first part of these 24 hours fresh breezes from NE

Remarks on board Bark Harvest.

Monday Jan 24th 1853.

Days out 847. Pleasant trades and fair weather. Employed in Cleaning out the Ships hole &c. the most of the crew on shore a part of the day. Mr Snider the former first Officer was discharged.

Tuesday Jan 25th 1853.

Days out 848. Moderate trades and pleasant. Employed in stowing and filling the ground tier Cask with salt water.

Wednesday Jan 26th 1853.

Days out 849. Fair weather. Employed in hauling. and mooring Ship. and other necessary work Mr Coe. the second Officer. Shipped at this Port. brought his clothes &c. on board this morning.

Thursday Jan 27th 1853.

Days out 850. Fresh breezes from the westward and fair weather Employed in getting Cask from Cask from the shore. stowing. and filling the groun tier with salt water. and stowing away Shooks. Mr Coe the Second Officer commenced duty this morning.

Friday Jan 28th 1853.

Days out 851. Light variable winds and pleasant. Employed in getting cask from the shore. And stowing. and filling the ground tier with salt water.

Saturday Jan 29th 1853.

Days out 852. Fresh gales and pleasant. Employed in too many different kinds of work. to be definitely mentioned. it was all necessary however.

Remarks on board Bark Harvester.

Sunday Jan 30th 1853.

Days out 853. Strong gales from N.E. and pleasant. All on board belonging to the Ship.

Monday Jan 31st 1853.

Day out 854. Fresh gales from N.E. and pleasant. Employed in getting cask from the Shore, stowing and filling the ground tier with salt water. Shifting bread from between Decks into the lower hole. Cleaning out the hole, and so forth, &c.

Tuesday Feb 1st 1853.

Days out 855. Variable winds and pleasant Employed in getting cask from the Shore, stowing, and filling the ground tier with salt water, (finished it.) and in various other ways. Took out the Pumps and carried ashore to be repaired.

Wednesday Feb 2d 1853.

Day out 856. Fresh gales from W. and N. with heavy squalls, the Ship dragged her stern Anchor, at 3 A.M. had to slip the Moorings and let the Ship swing to both Anchors. Employed in fitting the Ship for Sea. washing Ship &c. &c.

Thursday Feb 3d 1853.

Days out 857. Very light winds and pleasant. Employed in moving Ship. stowing cask for fresh water. got a few cask of fresh water, and painted the Ship's Bends on one side.

Friday Feb 4th 1853

Day out 858. Light variable winds and pleasant, Employed in getting fresh water, (got with what we took in yesterday about 170 bbls.) refitting the Spritsail Yard. and getting the the Pumps on board again and setting them..

Remarks on board Bark Harvest.

Saturday Feb 5th 1853.

(Days out 859. Very pleasant all this day, Employed in getting fresh water on board, and stowing it down. (Took on board about 100 Barrels,)

Sunday Feb 6th 1853.

(Days out 860. Light breezes, and pleasant all these 24 hours. All hands belonging to the Ship on board excepting a part of the Officers.

Monday Feb 7th 1853.

(Days out 861. Light variable winds and pleasant. Employed in takeing in fresh water. (Took in 70 bbls,) getting Shooks, Shook Heads, Empty Cask, and hoop Iron on board. Corking the Forecastle deck, and painting a little.

Tuesday Feb 8th 1853.

(Days out 862. Variable winds and pleasant. Employed in stowing down water, and Shooks, Painting Ship, and corking the Forecastle deck.

Wednesday Feb 9th 1853.

(Days out 863. Pleasant breezes and fine weather, Employed in clearing out and stowing off Between Decks, corking and painting Ship. A Boatsteerer by name Wm Perry, came on board and commenced (he Shiped at this port) Took on board and stowed about 30 bbls of water.

Thursday Feb 10th 1853.

(Days out 864. Light airs from the southward, and pleasant. Employed in corking Ship, painting, setting [illegible] rigging, getting Slops, and some small stores on board, discharging Shooks &c. Found the Cook, (a man lately Shiped in that capacity) missing this morning. he probably deserted during the night.

Remarks on board Bark Harvest.

Friday Feb 11th 1853.

Days out 865. Light airs from the southward and pleasant. Employed in corking Ship. painting. setting up rigging. and takeing Potatoes on board. from the Schooner Sally. of Lahaina. (Took on board 80 bbls,) and getting a few things from the Shore. viz one Boat Davit. ten Oars, and two slide Boards. Four new Pump upper Boxes. and five do lower.

Saturday Feb 12th 1853.

Days out. 866. Fresh trades, and showery. Employed in corking the quarter deck. Repairing the fore Channels, Painting, getting spare spars on board, (viz one stick for lower yard, and one for spanker Boom.) and stowing them, stowing away Potatoes, &c. discharged 316 galls of Whale Oil.

Sunday Feb 13th 1853.

Days out 867. Moderate winds from E. and S.E. and cloudy. The few remains of the old Crew, as well the few which have been shipped, all on board

Monday Feb 14th 1853.

Days out 868. Light airs from the southward and fair weather. Employed in setting up rigging, painting. Washing the Boats, and getting them on board. and in various other Jobs. Took on board 9 bbls Pork. and sundry other lesser articles. ~~neces~~ necessary to the voyage. Had 14 men which have been shipped at this Port. viz 10 Kanakas. And 4 Chinese. All of which were to be kept on board.

Remarks on board Bark Harvest.

Tuesday Feb 15th 1853.

Days out 869. Light airs from the S. and pleasant. Employed in rigging out Flying Jib Boom, bending the Sail. And makeing some repairs in the rigging and Carpenter line. Found one Kanaka missing this morning, ~~this missing morning~~. The Coopper a Man Shipped here, brought his things on board. The Ship ready for Sea, and lying only for a wind to get out of the Harbour,

Wednesday Feb 16th 1853.

Days out 870. Light airs from the southward and pleasant. Employed in repairing rigging, and getting Pork. on board (Took in 19 bbls.) had three Men Men come on board, (all Kanakas.)

The Ship ready for Sea, and waiting only for a wind to get out of the Harbour.

Thursday Feb 17th A.M. 1853.

Calm pleasant weather. at 10 O'clock, a light fair wind from N.E. by E. slipped our Morings and took one Anchor,

Friday Feb 18th Sea Account. 1853.

Days out 871. Pleasant breezes from N.E. by E. and fine weather at 2 P.M. took the anchor. Made Sail and stood out of the Harbour. had seven Men come on board viz three Kanakas (one of them a Boatsteerer).

The Coopper, And three of our former crew who deserted and were caught. viz John Potts. John Hayden, and Edward Bowers, at 2½ P.M. the Pilot left the Ship. The Capt on shore. at 5½ P.M. Dimon Head, bore N.N.E. distant by estimation 3 leagues, the Ship heading S.E. by E. under easy Sail. With 34 Men, all told on board. At 1 A.M. wore Ship heading N.N.W. with a pleasant breeze from N.E. At 6 A.M. Dimon, Head, Oahu, bore N.W. distant by estimation Miles, at 9 A.M about 4 miles from the Land. wore Ship heading E.S.E. at 11 A.M were again heading N.N.W. So ends the day.

Remarks on board Bark Harvest.

Saturday Feb 19th 1853.

Days out 872. Pleasant breezes from N.E. and fine weather. laying off and on at Honolulu. Oahu. in wait for the Capt. at 4 P.M. the Capt. came on board. and made all sail. steering S. from that to S.W. at 7 P.M. steering W. with light airs from E. nearly. at 11 P.M. Calm. Latter part light baffling airs Employed in pulling and hauling the Braces. at noon the Ship was about 8 Miles distant to the S.W. of the Western part of Oahu. Island.

Sunday Feb 19th 1853.

Days out 873. Light airs from the northwestern board and calms. Ship heading from S.W. to W. but making very little headway. Middle part light airs from N.N.W. Ship heading W. at 5 A.M. wind N.N.E. ship headin N.W. Latter part moderate breezes, at 6 A.M. saw Atoi, bearing N.W. distant estimation 45 miles after which time it was thick and we saw no more of it during the day.

Lat by obs 21"34 North.
Long by Chro 158"33 West.

Monday Feb 21st 1853.

Days out 874. Fresh breezes from N.N.E. and squally. Ship heading N.W. and N.W. by the wind, at 2 P.M. took in the light sails. and at P.M. double reefed the Topsails. at 4 P.M. saw Atoi bearing N.W.½ W. by Compass, distant about 10 Miles, at 6 P.M. Kaloa Bay distant tacked Ship heading E with strong gales from N.N.E. took in the Mainsail, at 1 A.M. wore Ship to N.W. and hauled up the Foresail, at 6 A.M. set the courses and Jib. to beat up to Kaloa. at 10 A.M. took in Jib. at 11 A.M. in consequence of strong gales and a rugged sea, kept the Ship off steering W.S.W. So ends the day } Lat by obs 21"40 Long by Chro 159..56 W.

Remarks on board Bark Harvest.

Tuesday Feb 22nd 1853.

(Days out 175. Fresh breezes from the northeastern board and fine weather. Steering W. S. W. with all drawing sail set. Stowed and lashed the Anchors. And unbent and stowed away the Chains. at 4 P.M. passed Oneehow. at 9 P.M. passed a rock or small Island. in about the Lat of 21"40 N. Long 160"38 West. Steering W. S. W. Latter part fresh gales from N. E. nearly, with occasional squalls. Steering W. S. W. with whole Topsails. and Maintopgallantsail set. Employed in Shifting the Boats. repairing a boat and refitting Boat gear.

Lat by obs 21"00 North.
Long by Chro 162"16 West.

Wednesday Feb 23rd 1853.

Days out 176. Fresh gales from N. E. and squally. Steering W. S. W. with Topsails. and Maintopgallantsail set. Employed in repairing the Waist Boat. fitting Oars to the Boats. and so forth. at 2 P.M. altered the Course to W. by S. Latter part wind and weather much the same as in the first. watches also Employed the same.

Lat by obs 20"44 North.
Long by Chro 165"30 West.

Thursday Feb 24th 1853.

Days out 177. Fresh gales from N. E. and pleasant. Steering W. by S. with Topsails. and Main Topgallantsail set. Employed in repairing the waist Boat finished and put her on the Cranes. and in fitting the Boats for whaling making one new Boat Sail. at 6 A.M. clewed down the Foretopsail. and double reefed it. the wind being directly abaft. let the Sail hang. Latter part Employed in repairing a Spare Boat ~~repair~~; fitting Craft for the Boats &c. Steering W. by S. with fresh breezes from E. by N.

Lat by obs 20"30 North.
Long by Chro 168"17 West.

Remarks on board Bark Harvest.

Friday Feb 25th 1853.

(Days out 878 Fresh breezes from E. by N. with an occasional squall, Steering W. by S. with all drawing sail set. Employed in repairing a spare Boat, (Finished her,) and fitting whaling gear. Latter part fresh gales with squalls and rain Employed in washing Ship.

Lat by obs 20"23 North.
Long by Chro 171"09 West.

Saturday Feb 26th.

(Days out 879. Fresh breezes from the Eastward and squally. Employed in fitting the Boats for Whaling Steering W. by S. ½ S. middle and latter part, pleasant breezes from E. by N. and fair weather. Steering W. by S. ½ S. Employed in drying spare sails, fitting Boats &c.

Lat by obs 20"17 North.
Long by Chro 173"26' West.

Sunday Feb 27th 1853.

Days out 880. Pleasant breezes, from E. by N. and fine weather Steering W. by S. Employed in coiling Whale Lines, (Larboard and Waist Boats entirely new,) and drying Sails. Latter part light winds from E. and fair weather. Steering W. S. W.

Lat by obs 19"57 North.
Long by Chro 175"39 West.

Monday Feb 28th 1853.

Days out 881. Light winds from E. and pleasant, steering W. S. W. with all drawing sail set. Our Boats being in Whaling order a lookout was kept aloft. At 5 A. M. rainy, at 7 A. M. fair weather. Steering W. S. W. with light winds from the Eastward. Employed in various branches of Ships duty.

Lat by obs 19.30 North.
Long by Chro 177"19 West.

Remarks on board Bark Harvest.

Tuesday Jan 1st 1853.

Days out 882.

Light winds from about E. N. E. and pleasant. Steering W. S. W. Employed in fitting Studdingsail gear. Bent and set Foretopmast Studdingsail rove the Main royal rigging. at 9 P.M. squally at 2 A.M. fresh gales, and squalls. took in Foretopmast Studdingsail, and Maintopgallantsail. at 8 A.M. set Foretopmast Studdingsail, at 10 A.M. took it in again and single reefed the Topsails. at noon double reefed the Foretopsail,

Lat by obs 19.10 North. Long by Chro 180.05 W.

Wednesday March 2nd 1853.

Days out 883.

Strong gales from N. E. by N. and squaly Steering W. under single reefed Main and double reefed Topsail. Jib. and Courses. at 2 P.M. set the Maintopgallantsail over the reefed Main Topsail, got the waist Boat stove by the Boat tackle block strap parting Middle part more moderate, Latter part pleasant breezes from E. N. E. and fine weather. Steering W. by S. with studdingsails out. Employed in ripping up and old Maintopsail &c.

Lat by obs 19.08 North.
Long by Chro 176.40 East.

Thursday March 3rd 1853.

Days out 884.

Fine breezes from E. N. E. and pleasant. Steering W. by S. with studdingsails out. Employed in ripping up an old Main top sail Middle part winds rather baffling, at 10 P.M. hauled in Foretopmast Studdingsail at 2 A.M. set it again, the wind steady at E. N. E. and weather pleasant, so ends the day. Employed in setting up Bobstays rove a new purchase Fall.

Lat by Account 19.03 North.
Long by Chro 173.55 East.

Remarks on board Bark Harvest.

Saturday March 5th 1853.

Days out 885.

Pleasant breezes, and fine weather. Steering W. by S. with studdingsails. (viz one Topmast, and one Topgallant studdingsail), Employed in in setting up rigging. &c. Latter part pleasant breezes from N.E. and fine weather. Steering W.½ S. at 6 A.M. set the jibs and Mainsail Employed in repairing the Waist Boat. new strapping the Boats tackle Blocks, and various other small Jobs.

Lat by obs 19"10 North.
Long by Chro 171"21 East.

Sunday March 6th 1853.

Days out 886.

Moderate breezes from N.E. and pleasant steering W.½ S. with all sail out. Employed in strapping Boat tackle Blocks, and other necessary work. at 5 P.M. wind E.N.E. steering W. by S. took in the jibs. Latter part moderate breezes and pleasant. Steering W. by S with all drawing sail out.

Lat by obs 19"17 North.
Long by Chro 168"20 East.

Monday March 7th 1853.

Days out 887.

Moderate breezes from E.N.E. and pleasant Steering W. with all drawing sail out. at 6 A.M. made Wakes Island bearing W. by S. distant about 10 Miles at 8 A.M. passed it at 1½ Miles distance. the Island is low apparently, sandy, and covered with low trees or shrubs, and cannot be seen more than five or six Leagues in a clear day from a Ship's Topgallant Masthead. Latter part fine breezes from about N.E. and pleasant. Employed in steering and repairing a Topsail. repairing rigging &c.

Lat by Obs 19"10 North.
Long by Chro 166"98 East.

Remarks on board Bark Harvest.

Tuesday March 8th 1853.

Days out 888.

Moderate breezes from N.E. by E. and pleasant. Steering W.S.W. with all drawing sail out. Employed in repairing a Topsail. Latter part light winds and pleasant. Steering W.S.W. Employed in sending down the Foretopgallant Mast. Foretopsail Yard. and getting the Foretopmast ready to send down.

Lat by obs 18"34 North.
Long by Chro 163"44 East.

Wednesday March 9th 1853.

Days out 889.

Light winds from E.N.E. and pleasant. Employed in sending down the Foretopmast to get the cross off. (swayed the the Mast up agin.) Making a new Trusseltree (one of the old ones having broke down) and repairing the rigging. Latter part the wind, weather, and employment the same. the Carpenter off duty with a stick in his side.

Lat by obs 18"03 North.
Long by Chro 162"08 East.

Thursday March 10th 1853.

Days out 890.

Light winds from E.N.E. and pleasant. Steering W.S.W. with all sail set at the main. and the Foresail forward. Employed in fitting the Foretopmast Trusseltrees. and riggin. At 4 P.M. put the Crosstrees and rigging over the Mast head and sent it up. Middle and latter parts light baffling winds from the southeastern board and fair weather. Employed in setting up and repairing rigging. the Carpenter on duty agin.

Lat by obs 17"38 North.
Long by Chro 160"18 East.

Friday March 11th 1853.

Days out 891.

Light baffling winds from the Eastward and hazy. Steering W.S.W. sent the Foretopsail Yard aloft, and bent the sail. Sent up the Foretopgallant Mast set up the rigging. &c. Latter part see page following.

Remarks on board Bark Harvest.

Brought over.

Light winds from about E by N. and pleasant Steering W. S. W. with all drawing sail set. Employed in repairing the rigging, and Blocks, the Carpenter makeing a new Spanker Boom, John Hayden off duty complaint I don't know.

Lat by obs 17..18 North.
Long by Chro 158..22.. East.

Saturday March 12th 1853.

Days out. 892.

Light winds from E. nearly and pleasant. Steering W. S. W. sent up the Foretopgallant yard and set the sail, repaired some rigging &c. the Carpenter at work on the Spanker Boom, Latter part light winds from S. S. E. to E. and pleasant, steering W. S. W. with all sail set. Broke out provisions, Bent the lower studdingsail, and rove new Haliards for it, sent down the Main Royal yard and refitted it, Bent the sail and sent the yard aloft again, set the sail (so ends the day)

John R. Scott off duty with a cut on the thumb.

Lat by obs 16..52 North.
Long by Chro 156..40 East.

Sunday March 13th 1853.

Days out 893.

First part light winds from S. E. to E. and pleasant. Steering W. S. W. with all sail on Employed in repairing a Topsail. Latter part light winds and pleasant. Steering W. S. W. with all sail out. Lat by obs 16..27 North.
Long by Chro 154..50 East. by Dst 155..08 East.

Monday March 14th 1853.

Days out 894.

Light winds from E. N. E. and pleasant. Steering W. S. W. with studdingsails, and Main Royal set. Latter part pleasant breezes from E. N. E. and fine weather. Employed in repairing a Topsail. Making Cymet, &c.
The Carpenter at work on the Spanker Boom.

Lat by obs 15..53 North.
Long by Chro 153..06 East.

Remarks on board Barke Harvest.

Tuesday March 15th 1853.

(Days out 895.

The Carpenter off duty with a lame back.

Pleasant breezes from N.E. by E. and fine weather. Steering W. by S. with all sail set. Employed in repairing a Topsails. Makeing Cynett &c. Latter part wind, weather and Course the same as in the first. Employed in Makeing new Main brace Pendants.

Lat by obs 15"30 North.
Long by Chro 150"40 East.

Wednesday March 16th 1853.

(Days out. 896.

Pleasant breezes from E.N.E. nearly and fine weather. Steering W ½ S. Employed in makeing new Fore Brace Pendants, and and new Fore and Main Brace Block straps. Latter part light breezes from E.N.E. and pleasant. Steering W ½ S. Smoked Ship to kill the Rats.

Lat by obs 15"20 North.
Long by Chro 148"32 East.

Thursday March 17th 1853.

(Days out. 897.

Light winds from E N E. and pleasant steering W. all sail set. Smokeing Ship. at 3 P.M. opened the Hatches. picked up several dead Rats. fitted new Maintopsails brace block straps. Latter part the same. fitted new foretopsail Brace Block straps, Lat by obs 15"25 North
At 12 O'clock Long by Chro 146. 40 East.

Friday March 18th 1853.

(Days out 898.

Moderate breezes from N.E. and pleasant. Steering W ½ S. Employed in braking the after Hatch, fitted new Maintopsail Halliard block strap. (lower one). at 2 P.M. made the Island of Sypan, in Lat bout 15°.30' N. Long 146..00 E. bearing W. by S. steered W. by S. and afterwards W.S.W. at 7 P.M. N.E. end abeam, at 9 P.M. took in the studdingsails and hauled by the wind. heading N. N.W. under easy sail, at 1 A.M. wore Ship steering S. S.E. saw a Ship standing to the N. and W. at 4 A.M. hauled aback. at daylight Sypan 4

Remarks on board Bark "Harvest."

(Lee end) on the weather Bow: 10 Miles distant made one tack, to get up, and then kept the Ship off for Tinian, bent one Anchor, at 9½ A.M. came to Anchor on the S.W. side of Tinian in 16 fathoms Water, hard bottom, Lat 15.00 North, Long 145.47 East, ~~Bent~~ Furled the Sails, and went on shore with two Boats. So ends the day.

Saturday March 19th

Days out 899.

Pleasant breezes off the Land and fine weather Ship lying at Anchor at Tinian, two Boats ashore, at 4½ P.M. came on board, with both Boats loaded with Cocanuts, Fowls, and fresh Beef, some Bullocks Hide and Leather for rigging &c. got supper, hove up the Anchor, and a 6 P.M. were under way steering S.W. with studdingsails out, at 9 P.M. steering S. by W. at 2 A.M. passed the Island of Rota, steering S.S.W. at 6 A.M. saw Guam bearing S. (N.E. end) hauled up the Larboard Chain and Cleared, and bent the Anchor. at about 9 A.M. we were up with the N.E. end of the Island, kept the Ship off to S.W. along the Land, veering a little at times to keep close in at 11½ A.M. took in the studdingsails, and Main Royal.

Sunday March 20th ″ 53.

Here reckoned March 19th 1853.

Fresh breezes from N.E. and pleasant, steering southwesterly along the Land, passed 2 ships lying off and on, at 1½ P.M. were up with Umatac Bay, luffed too, and beat in to Anchorage, at about 2 P.M. came to Anchor in 20 fathoms water, hard bottom, gave the Ship 60 fathoms of Chain, Furled the sails and made all snug, at 3 P.M. had visit from Harbour Master, the Capt went on shore, came off again at 5 O'clock, 24 Ships at Anchor in the Harbour

Remarks on board Bark Harvest.

Sunday March 20th 1853.

(Days out 900.) Fresh breezes and pleasant. Lying at Anchor in the Port of Apra. Guam.

Monday March 21st 1853.

(Days out 901. Fresh breezes from N.E. and pleasant. Employed in getting wood on board. got 8 Boat loads on board, had one Boat swamped. and lost the wood. done a little work on the rigging. the Capt went up to town to the Town to enter the Ship. got back at about 5 P.M. after supper

Tuesday March 22d 1853.

(Days out 902. Strong breezes from N.E. and pleasant. Employed in sending down. and reffitting the fore Stay. setting up the fore rigging. and fore topmast backstays. got six Boat loads of wood on board. Broke out the after Hatch for a cask Corn. &c.

John Hazen off duty with what I think to be Inflamitory Rheumatism.

Wednesday March 23d 1853.

(Days out 903. Fresh gales from N.E. to E. and E.S.E. and squally. Employed in filling new fore Lift. and Maintopsail reef tackle Block Straps. setting up rigging. and getting wood on board. cutting it up. and stowing it below. &c.

Thursday N. M. civil actt March 24th

(Days out 904 Strong breezes from E. and pleasant. at 8 O'Clock manned the windlass. to get the Anchor, 13 Kanakas refused duty. one of them struck the second Mate with a knife on the Breast. another struck the Mate with a Club. All of them had either knives or clubs. however they were all soon at duty again, and at 12 O'Clock. the Ship was outside the reef. the Anchors stowed, Steering N. with double reefed fore. and single reefed Maintopsail. and Jib set.

Friday March 25th 1853.

Days out 905. Strong breezes from E. and pleasant steering N. at 1 P.M. set the Courses unbent the cables. and stowed them away. at 3 P.M. turned out the reefs. at 1 A.M. lost the Boat off the Bow cranes. with all the craft and oars. Carrying single reefed fore and whole main Topsail. Jib. and courses. Latter part fresh breezes from E. N. E. and E. squally. steering N. Employed in repairing a foresail.

Lat by obs 15.43 North.
Long by Chro 144.24 East.

Saturday March 26th 1853.

Days out 906. Fresh breezes from E. by N. and fair weather steering N. at 2 P.M. set the Maintopgallantsail, Employed in repairing the Foresail at 8 P.M. moderate breezes and pleasant. set the Flying Jib. saw a sail astern at 6 P.M. at 1 A.M. squally took in the light sails. Carried away the Jib-Boom Martingale Stay. at daylight saw a Ship on the weather Bow. at 8 A.M spoke her found her to be the Walter. Scott. Edgartown 13 Months out 260 bbls Sperm, the Capt went on board of her, Employed in repairing the above mentioned damage.
Lat by obs 17.40 N. Long by Chro 144.06 E.

Sunday March 27th 1853.

Days out 907. Fresh breezes from E. and pleasant. steering N. the Capt on board the Walter Scott at 3 P.M. came on board. bought one coil of cordage. some lance poles, at sun down the Scott 1/2 courses down astern.

Remarks on board Bark Harvest.

Middle part squally, latter part fresh breezes and pleasant, A long discovered rot in the Head of the Foremast, begins to look rather serious, took in the Jib, and double reefed fore Topsail in consequence of it. Steering about N ½ E by the wind.

Lat by obs 19"52 North,
Long by Chro 143"43 East,

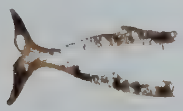
Monday March 28th 1853,

Days out, 908, Fresh breezes and pleasant from E. by N. Steering about N ½ E by the wind at 1 P.M. single reefed the Maintopsail. Latter part, pleasant breezes and fine weather, Ship heading about N by the wind, Employed in sending down the Foretopgallant Yard, Mast, and putting a bolt through the Head of the Foremast, and Foretopmast, and lashing them together, to support the head of the Mast, set whole Topsails and Jib.

Lat by obs 21"18 North.
Long by Chro 143"45 East,

Tuesday March 29th.

Days out 909 Fresh breezes from the Eastward and pleasant steering about N. by the wind Employed in repairing sails, and doing up some odd Jobs, near sunset saw a School of Sperm Whales, they



were going very quick to leeward got up with two or three of them at dark, did not lower. Squally double reefed the Topsails, and handed the Jib, at 6 A.M. set whole Topsails and Jib, steering N, took the Carpenter into the Cabin he being sick, or as I myself think, faining sick, Employed in repairing sails,

Lat by obs 23"0 North.
Long by Chro 143"50 East,

Remarks on board Bark : Harvest.

Wednesday March 30th 1853.

(Days out 910. Pleasant breezes from about E. and fair weather Steering W.N.W. Employed in repairing sails, at dark double reefed the Topsails, and took in the Jib and Courses, at daylight set whole Maintopsail and Foresail, steering W.N.W. Employed in repairing sails,

Lat by obs 25" 00 North.
Long by Chro 142" 30 East.

Thursday March 31st 1853.

(Days out 911. Moderate breezes from about S.E. and hazy. Steering W.N.W. with easy sail out, Employed in repairing sails, at dark double reefed the Topsails, and hauled up the Courses at daylight set the Foresail, with strong gales from S.E. and rain, at 8 A.M. hauled up the Foresail, and handed the Foretopsail Steering W.N.W. under a double reefed Maintopsail so ends the day.

No observation,

Friday April 1st 1853.

(Days out 912. Strong gales from S.E. and rainy steering W.N.W. with double reefed Main Topsail set at 4 P.M. handed the Fore-sail, and close reefed the Main Topsail, and luffed the Ship too heading S.S.W. Latter part, pleasant breezes from W.S.W. and fine weather, made all sail, steering W.N.W. all Hands Employed in repairing sails,

Lat by obs 27" 24 North. Long by Chro 141" 30 E,

Saturday Apr 2d 1853.

(Days out 913. Light winds from W. and pleasant, steering N. Employed in repairing sails, painted the Waist Boat, at dark shortened sail. Middle part variables winds, and weather. Latter part moderate winds from the Northeastern board, and thick rainy weather, heading north westerly, by the wind, under easy sail

No observation.

Remarks on board Bark Harvest.

Sunday Apr 3rd 1853.

Days out 914.

Fresh breezes from E.N.E. and thick rainy weather, steering N. by W. with double reefed fore and single reefed Maintopsail, Jib and Foresail; at 5 P.M. light winds from S.S.E. and fair weather, turned the reef out of the Maintopsail, and set the Maintopgallant-sail, at 6 A.M. Made all sail, with a light wind from N.E. and pleasant weather. Ship heading N.N.W. at 8 A.M. Calm, so ends the day.

Lat by obs 28"36 North.

Long by Dist 140"53 E. Long by Chro 140"54 East.

Monday Apr 4th 1853.

Days out. 915.

Calm pleasant weather, at 1 A.M. light airs from S. at 8 A.M. moderate winds from S.W. Steering N.N.E. all sail set Employed in repairing the Main Spencer, and painting the Larboard Boat.

Lat by obs 29"25 North.
Long by Chro 140"56 East.

Tuesday Apr 5th 1853.

Days out 916.

John Potts, and John, H. Scott, on duty again.

Pleasant breezes from the western board and and cloudy weather, Steering northeasterly Employed in unbending the Topsails and Courses and bending others, in their places, at 7 P.M. N.W. by N. Ship heading N.E. by N. by the wind, Middle part variable winds from the northward, Latter part moderate from the northeastern board and pleasant. Ship heading from N.W. to N. Employed in in repairing the Main Spencer, setting up the Maintopmast, and topgallantmast Head and Backstays, fitting a new Main Topsail Runner Blocks, and reeving new Maintopsail Halliards, John. Potts. and John, H. Scott, on duty again,

Lat by obs 29"56 North.
Long by Chro 141"30 East.

Remarks on board Bark Harvest.,

Wednesday Apr 6th 1853.

(Days out 917. Moderate breezes from E. nearly. and pleasant steering W. by E. Employed in repairing the Main Spencer. (finished and bent it.) Fitting a new fore Topsail runner Block and Strap. repairing various parts of the rigging. &c. Latter part light winds from E. and pleasant. Steering W. by E. Employed in repairing Sails the Carpenter at work on a new Spanker Boom. Made new foot ropes to it.

Lat by obs 31.49 North.
Long by Chro 141.41 East.

Thursday Apr 7th 1853.

Days out 918. Light winds from S.E. and pleasant Steering W.E. by W. Employed in repairing Sails. finished off the the Maintopsail. Main-Sail. and Foresail. Finished the Spanker Boom. rigged it. and Shipped it out. Latter part light variable winds and pleasant Steering W.E. by N. Employed in repairing sails, Makeing a new Topmast studdingsail Boom, &c. Finished repairing the spare sails unbent the Jib, and bent another, sent down the Maintopgallantsail for repairs. unbent the Main Royal, and studdingsails, and stowed them away.

Lat by obs 32.50 North.
Long by Chro 142.17 East.

Friday Apr 8th 1853.

(Days out 919. Light baffling airs and fair weather. Ship heading no where in particular Employed in repairing the Maintopgallantsail. finished and bent it. At 11 P M pleasant breezes from S.E. steering W.E. by W. and so on throughout the day. Latter part Employed in drawing and splicing rope Yarns. and finishing off a new Topmast studdingsail Boom,

Lat by obs 34.55 North.
Long by Chro 142.31 East.

Remarks on board Bark Harvest.

Saturday Apr 9th 1853.

(Days out } 920, } in making) Pleasant breezes from S.S.W. nearly and fine weather. Steering N.E. by N. Employed in making lance Warps Stuff,, Latter part Fresh breezes from S. by W. and Cloudy. Steering N.E. by N. Employed in making lance Warps, and a deep-sea Lead-Line. a Boat Crane, &c,

Latt by obs 36"04 North,

Sunday Apr 10th 1853.

(Days out, 921, Strong breezes from S. nearly, and hazy wet weather, Employed in breaking out clothing, for the crew, Middle part, Strong breezes and squally steering N.E. by N. Latter part fresh breezes and pleasant.

Latt by obs 38"03 North.
Long by Chro 146"37 East.

Monday Apr 11th 1853.

(Days out 922, Sam. Chinaman off duty;) Fresh gales from N.W. nearly Ship heading about N.N.E. by the wind under double reefed Topsails, at 8 P.M., took in Sail to double reefed Main Topsail and Foresail at 9 P.M. moderate breezes from N.W. nearly steering northeasterly by the wind with double reefed Topsails set. the weather fine. Employed in repairing up an old Boat,

Latt by obs 39"32 North
Long by Chro 148"06 East.

Tuesday Apr 12th

(Days out, 923, Moderate breezes from the northwestern board and pleasant Ship heading Northeasterly by the wind. Employed in repairing a Boat, at 6 P.M, calm. at 10 P.M, fresh breezes from the Eastward. Steering N. by E. Latter part fresh gales from S.E. and hazy steering N.N.E. Employed in repairing a Boat. at 9 A.M. saw 2 Right Whales and lowered. chased awhile and gave it up, Latt by obs 41"08 N.

Long by Chro 149"19 East.

Remarks on board Bark Harvest.

Wednesday Apr 13th, 1853.

Days out 924. Fresh gales from S.E. and hazy steering N. by E.½ E, with double reefed Topsails set, Employed in repairing a Boat. at 6 P.M. thick fogg and rain, at 10 P.M. wind hauled to the westward, with clear weather, 5 A.M. strong gales from W. handed the Foretopsail, Hail squalls occasionaly, some Ice made Steering N. by E.½ E. at noon took in the Foresail, and luffed by the wind heading about N.

No observation.

Thursday Apr 14th 1853.

Days out 925. Strong gales from W. nearly and hazy weather, Ship heading N. by the wind, at 1 P.M. handed the Maintopsail. Strong gales and heavy squalls, with Hail, and freezing weather, Carried away the Main Spencer Gaff, at 3 A.M. sett double reefed Main Topsail, and Foresail, repaired the Spencer Gaff, Ship heading N. by the wind, the gale still strong from W.N.W. and squally,

Lat by obs 48"50 North.
Long by Chro 151"08 East.

Friday Apr 15th 1853.

Days out 926. Strong gales from W.N.W. with frequent squalls of snow, Ship heading about N. by the wind, with double reefed Maintopsail and Foresail set, Latter part more moderate and pleasant, Ship heading N.N.W. by the wind at 10 A.M. sett double reefed Foretopsail and Jib. unbent the Main Topsail, and bent another, sett it double reefed.

Lat by obs 44"42 North.
Long by Chro 151"58 East.

Remarks on board Bark Harvest.

Saturday Apr 16th 1853.

(Days out 927. Fresh breezes from W. nearly, and clear cold weather. Ship heading N.N.W. by the wind, with double reefed Topsails 2 Ships in sight standing northward, at 4 A.M. saw Ice at 6 A.M. Made all sail, with light airs from the westward, and pleasant weather. Steering N. by W. by the wind, at 7 A.M. Saw three Bow-Head-Whales, lowered and chased until 10 A.M. without success Whales going fast. to the N.E.

Lat by obs 45.26 North.
Long by Chro 152.01 East.

Sunday Apr 17th 1853.

(Days out 928. Calm pleasant weather. Ice quite plenty. Employed in repairing a Boat, finished her, at 6 P.M. light airs from W. by N. steering N by W. by the wind, at 7 P.M. took in the mainsail and double reefed the Topsails Middle part lay aback under the lee of the Ice. Latter part Fresh breezes from W.S.W. Ship heading N.W. by the wind, Land in sight to the northwestward, and Ice along the weather Beam. at 12 O'Clock Land bearing N.N.W. distant by estimation 30 Miles.

Joe Kanaka off duty

Lat by obs 45.59 North.
Long by Chro 152.15 East.

Monday Apr 18th 1853.

(Days out 929. Fresh breezes from W.S.W. and pleasant. Steering N.N.E. Ice on Both Beams, at 6½ P took in all sail but double reefed Maintopsail no Ice but scattering pieces in Sight. at 9 P.M. luffed the ship by the wind heading northwesterly, at daylight set double reefed Topsails Jib. and Courses. Ship heading W. by the wind. Land in Sight ahead, Wind S.S.W. and weather, at 7 A.M. Steered N.W. Employed at various jobs. Rove new Boat tackle Falls. (took 2 Coils of Rope.)

Lat by obs 47.00 North. Long by Chro 152.58. East.

Remarks on board Bark Harvest.

Tuesday Apr 19th 1853.

Days out 930.

Wm Henry off duty by a hurt foot, China Joe off duty with a headache.

Moderate breezes from S.S.W. and hazy, steering N.E. Land in Sight to the westward, saw some Ice, at 3 P.M. wind S.E. at 6 P.M. Steering E.N.E. by the double reefed topsails, Jib and Courses set, at midnight Strong gales from E.S.E. called all Hands to ware Ship Split the Jib and Foretopsail, and took them in, at 2 A.M. heavy gales from from E. Ship heading S.S.E. by the wind at 3½ A.M. began to moderate, at 5 A.M. wind hauled to W.S.W. took in the Mainsail and steered E. at 8 A.M. took in the Foresail, and at 10 A.M. took in the Maintopsail and hoved the Ship too, with strong gales from W.N.W.

Lat by obs 47..06 North.
Long by Chro 154..26 East.

Wednesday Apr 20th 1853.

Days out 931.

Kanaka Joe on duty.

heavy gales from N.W. and smoky, Ship laying by the wind with the Mainspencer set at 1 P.M. kept the Ship before the wind, and run under bare poles for ½ an hour, and then hoved too heading N.N.E. at 6 P.M more moderate, set the Main Topsail close reefed, Middle part do moderate Latter part light airs from S.W. and pleasant, Steering N.E. double reefed Main~~sail~~ Topsail and Foresail set, unbent the Jib and Fore Topsail, bent the other Jib,

Lat by obs 46..54 North,
Long by Chro 154..57 East,

Thursday Apr 21st 1853.

Days out 932.

Light airs from S.W. and pleasant, steering N.E. double reefed Maintopsail and Foresail set, repaired the Foretopsail, bent, and set it double reefed, Steering N.E. by N. Latter part, Fresh breezes from S.S.W. and thick weather, at 8 A.M. took in the Foretopsail and Foresail, and luffed the Ship by the wind heading W. by S.

No observation.

Remarks on board Bark Harvest.

Friday Apr 22d 1853.

Days out 933, China Jack on duty Kanaka Jim off duty with the headache.

Moderate winds from S.S.W. and thick fogg. and rain. Ship heading W. double reefed Main Topsail set. Latter part light airs from N.N.E. Ship under easy sail. Employed in clearing up between Decks. Ship heading northwesterly by the wind. No observation

Saturday Apr 23d 1853.

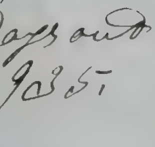
Days out, 934, Kanaka Jim on duty again,

Calm hazy wether, with light flurries of snow. Employed in stowing off the between Decks. Middle part light airs from all points of the compass. Latter part calm hazy weather, unbent the Maintopsail and Foresail, and repaired them, and done some other jobs of lesser note.

Lat by obs 47.43 North.

Monday Apr 24th 1853,

Days out 935.



Light airs from W.S.W. and hazy weather, at 1 P.M. saw right Whales. bent the Foresail and Maintopsail. and lowered the Boats for the Whales. came in foggy. and went on board. at 4 P.M. light winds and cloudy. saw a right Whale. and lowered without success. at dark took in sail. Middle part light from W.N.W. to N. and pleasant. Latter part Calm and cloudy, all sail set. No strange sail in sight.

Lat by obs 47.45 North.
Long by Chro 154.34 East.

Remarks on board Bark Harvest.

Monday Apr 25th 1853.

Days out 936.

Calm cloudy weather. a Ship in Sight. at 6 P.M. very light from N.N.E. and hazy. at 7 P.M. Shortened sail to double reefed Maintopsail and Foresail, with snow. Ship heading about N.W. at 1 A.M. wore Ship heading E. at 4 A.M. wind N. and breezed on. and it stoped snowing. at 5 A.M. strong gales and cloudy. took in Foresail. Ship heading E.N.E. by the wind very nearly.

Lat by obs 47"38 North.
Long by Chro 155"53 East.

Tuesday Apr 26th 1853.

Days out 937.

Wm Perry on duty again.

Strong gales from N. and cloudy. Ship heading with double reefed maintopsail set. at 4 P.M. wore Ship. and set the Foresail. heading W.N.W. by the wind. at 6 A.M. set the Foretopsail double reefed. with fresh breezes from N.W. and some snow. at 7 A.M. wore Ship heading N.N.E. at noon calm and cloudy.

No observation.

Wednesday Apr 27th 1853.

Days out 938.

Calm cloudy weather. Sent down the Fore-Yard to repair the Yoke Tree. fixed it and sent up the Yard again. at dark took in the Foresail and Foretopsail. at 11 P.M. light airs from S.S.E. at 4 A.M. fresh breezes from S.S.E. saw two Ships steering northwesterly. at 5 A.M. made all Sail. steering N.W. by N. with fresh gales from S.S.E. and hazy weather. at 8 A.M. strong gales. took in the Maintopgallantsail. double reefed the Maintopsail. and furled the Forestaysail, at noon heavy gales from S. took in the Foresail, and kept the Ship by the wind heading E.S.E.

Lat by obs 48"06 North
Long by Chro 154"41 East.

Remarks on board Bark Harvest.

Thursday Apr 28th 1853

(Days out 939. Strong gales from S. heading E.S.E. with double reefed Main Topsail set. at 10 A.M. took in the Main Topsail. with heavy gales from W. Ship heading S.S.W. by the wind at noon wore Ship heading N.N.W. saw a ship to windward Lat. by obs 48"30 North.
Long by Chro 156"20 East.

Friday Apr 29th 1853.

(Days out 940. Strong gales from W. Ship heading N.N.W. at 4 P.M. more moderate, set double reefed Maintopsail and Foresail. saw two Ships to windward. at 6 A.M. moderate breezes from W.S.W. and hazy. three Ships in sight, one of them boiling. set double reefed Topsails and courses, at 10 A.M. calm and hazy. Spoke the three Brothers, boiling her first Whale this Season, and the Massachusetts, with nothing both Ships of New Bedford.
Lat by obs 48"59 North.
Long by Chro 155"54 East.

Saturday Apr 30th 1853.

(Days out 941. Calm cloudy weather. three Ships in sight at 6 P.M. moderate breeze from about N.N.W. steering W. by the wind, at 1 A.M. wind N.W. tacked Ship, heading N. at 5 A.M. pleasant breezes from W.S.W. and fine weather three Ships in sight, Land in sight to the N.W. stood to the N.W. to get in with the Land. Lat by obs 48"47 North.
Long by Chro 155"14 East.

John Hayden on duty again.

Sunday May 1st 1853.

(Days out 942. Pleasant breezes from about W.S.W. and fine weather. worked up to the Land, at 7 P.M. were
x in the passage between the Islands of
x Onekatan, and Kharamamoukotan, saw Ice which intercepted our going father to the westward, wore Ship and stood out to the Eastward, in company with the three Brothers. and Massachusetts of New Bedford.

Remarks on board Bark Harvest,

Sunday May 1st 1853. brought over.

at 11 P.M. steered northeasterly, (making a N.E. course, with moderate breeze from the southeastern board, and hazy, at 4 A.M. steered N.W. at 5 A.M. steered W.N.W. with fresh gales from E. by S. and snowy weather, the three Brothers, and Massachusetts in company, at 6½ A.M. lufed by the wind heading N.E. by N. with strong gales from E. by S. and thick snow. at 7 A.M. double reefed the Topsails at 8 A.M. lost sight of the Three Brothers saw her last one point on the lee quarter. at 8½ A.M. ship again heading S. by E. the Massachusetts going around at the same time, at 10 A.M. heavy gales from E. the snow still falling very fast, about this time saw the Massachusetts the last time for the day, She was then about three points on the lee quarter, and under a heavy press of sail,

No observation,

Potatoes all gone,

Monday May 2d 1853,

heavy gales from E. and thick snow, steering S. S.E. by the wind with double reefed Topsails Jib, and both courses, at 2 P.M. Split and lost the most of the Foretopmast-Staysail, at 2½ P.M. took in the Jib, and Foretopsail, still carrying both courses, and double reefed maintopsail, at 3½ P.M. very heavy gales close reefed the main Topsail, at 4 P.M. lost the Flying-Jib-Boom, ~~together~~ with Sail and standing, and runing rigging, at 5 P.M. lost the Mainsail entirely, also a lot of small spars about the same time. set the Mainspencer. at 5½ P.M. at 11 P.M. wind lulled a little set the Spanker, and double reefed Foretopsail, at 4 A.M. wind hauled to N. by E. at 5 took in the Foretopsail. at 9 A.M. the Spanker split into ribbons, at 10 or thereabouts had to take in the Foresail in consequence of its busting up. we have also received severe injury in the forward rigging, both below and aloft. both Jib Boom guys gone the Spritsail-Yard carried away. the Martingale Back-ropes gone, together with other damages to

Days out 943

Edward Bowers, Wm Kanaka, Jack Kanaka, John Jones, Charley Williams and Wm Perry off duty, John Potts the carpenter off duty, Remarks on board Bark Harvest.

numerous to mention. We also lost a new Boat, off the Starboards krains, with one Davit one krain, and the whole of her Whaleing apparatus,

Lat by obs 48"48 North,
Long by Chro 155"16 East.

Tuesday, May 3d. 1853.

(Days out 944.

John H. Scott off duty; (Zach. Kanaka on duty; and John Potts the carpenter,

Strong gales from N. to N.W. and pleasant. Ship heading northeasterly by the wind, Employed in repairing damages, bent another Mainsail and a Foretopmast-Staysail, ~~the~~ Ship under a close reefed Maintopsail, and Mainspencer, Saw three Ships to leeward Middle part Strong gales from N.W. and fine weather, Latter part wind from the same quarter but more moderate and clear cold weather, Ship heading N.N.E. Employed in repairing damages, received in the gale, Saw a sail to windward.

Lat by obs 48"10 North,
Long by Chro 156"05 East.

Wednesday, May 4th. 1853.

(Days out 945.

Fresh gales from W. and pleasant, Ship heading N.N.W. with close reefed Maintopsail, and Mainspencer set, Employed in makeing a Boat davit, repairing Cask, and Sails, At 7 P.M. set the Foresail, and Steered N. Latter part moderate breezes from W.S.W. and pleasant, loosed and set the Foretopsail double reefed, found it considerably damaged, turned one reef out of the Maintopsail, could not well set more of it, on account of a split in it, Employed in repairing, the Spanker, Head rigging, and fishing the Spritsail Yard, Makeing a Boat Davit, Blacksmithing, Coopering &c, one sail in sight

Lat by obs 48"48 North,

Remarks on board Bark Harvest.

Thursday May 5th 1853.

Days out 946.

All Hands on duty but the Cook, and he went off to day with a splinter in his finger

light breezes from W.S.W. at 1 P.M. set the Jib at 2 P.M. snowed took in the jib and Foretopsail. Employed in various branches of ships duty, saw a sail to windward. at 4 1/2 P.M. cleared off pleasant again, steered N. at 4 1/2 A.M. set double reefed Foretopsail and Jib, with moderate breezes from W. and pleasant, Land in sight to the westward at 9 A.M. took in Jib, and Foretopsail. Employed in repairing rigging. Sails, Boats, &c, at 10 A.M. lowered one Boat for a Right Whale, attempted to lower another but found her badly stove, this must have happened in the late gale, but was not before observed.

Lat by obs 49"25 North.
Long by Chro 156"21 East.

Friday May 6th 1853.

Days out 947.

light winds from W. and pleasant, Ship heading N.N.W. with double reefed Maintopsail and Foresail set. Land in sight to the W. and N.W. Employed in repairing a Boat, Rigging, Sails &c. put another Boat on to the Starboard Cranes Bent the Spanker, and another Foresail. at 5 P.M. wore Ship heading S.S.W. Middle part much the same, at 4 A.M. wind hauled to S.S.E. with fogg, at 9 A.M. fogg lit up at 10 A.M. wind hauled back to W.S.W. the weather fair, Ship heading to the southward. Employed on odd Jobs.

Lat by obs 49"06 North. Long by Chro 156"38 East.

Saturday, May 7th 1853.

Days out 948"

Moderate breezes from W.S.W. and pleasant Ship heading N.W. under very short sail at 6 P.M. saw Land bearing N.W. by N. at 7 A.M. sett whole Topsails, Jib, and courses, at 8 A.M. spoke the Bark Sheaf, Hall, of New-Bedford, at 10 A.M. calm, three Ships in sight, Land in sight to the W. and N.W. Employed on odd Jobs.

Lat by obs 49"21 North,
Long by Chro 155"38 East,

1/43 Remarks on board Bark Harvest.

Sunday May 8th 1853.

(Days out 949.

(John 1st Kanaka, and Edward Bowers off duty;
(Harry 2nd Kanaka; off duty;

Calm pleasant weather at 2 P.M. moderate breezes from N.N.E. steering N.W. for the passage between the Islands of Onnekotan and Paramouchir, all sail set, three sail in sight. at 7 P.M. fresh breezes from N.E. took in the Maintopgallantsail, steering N.W. the S.E. point of Paramouchir bearing N. by W. distant about 15 Miles, and the north point of Onnekotan bearing W.N.W. distant about 18 Miles, while the nearest part of the same Island is about 10 Miles distant, at 2 A.M. fresh gales from N. double reefed the Topsails at 5 A.M. made the Island of Makanrutu bearing S.W. by S. distant 10 Miles. Ship heading W. by the wind, at 8 A.M. saw two or three Islands, or rocks a few Miles to the westward of Makanrutu. at 9 A.M. set whole Topsails two Ships in sight in sight rove new Foretopsail, Halliards, and one new Main Tack.

Lat by obs 49"48 North.
Long by Chro 153"14 East.

Monday May 9th 1853.

(Days out 950

(John 1st Kanaka on duty;

Strong breezes from N.N.W. to W.N.W. with squalls of snow. Ship heading from W. to S.W. by the wind at 4 P.M. wore Ship heading N. at 5 P.M. double reefed the Fore-topsail, two sail in sight, at 11 P.M. Ship headed N. by W. with fresh breezes from W. by N. at 12 or midnight set whole Foretopsail again. Latter part wind the same with hazy weather. Employed in fitting a Boat for Whaling, two sail in sight.

No observation,

1/43 Tuesday May 10th 1853.

(Days out 950.

(Edward Bowers on duty, and 1st Kanaka Harry off duty;

Fresh breezes from W. by N. & hazy, Ship heading N. by W. two Ships in sight, at 6 P.M. wind N.W. by W. Ship heading N. by E. whole Top-sails set, Latter part moderate winds from N. Ship heading W.N.W. three sail in sight

Lat by obs 51"54 North.
Long by Chro 153"48 East.

Remarks on board Bark Harvest.

Wednesday May 11th 1853.

(Days out 952.)

Found the Heel of the Foremast Sprung, I lay it to effects of the gale of the 1st inst.

Moderate breezes from N.N.W. with squalls of snow. Ship heading W. with all sail set, Three sail in sight, at 6 P.M. fresh breezes took in the maintopgallantsail. Ship heading W. by S. at 11 P.M. heading W. by N. Latter part fresh breezes from the northwestern board, and hazy weather. Ship heading W. and W. by N. by the wind. A sail in sight to windward

No observation.

Thursday May 12th 1853.

(Days out 953.)

Kanaka Joe off duty.

Moderate breezes from N. by W. and N.N.W. and pleasant. Ship heading from W. to W. by N. by the wind with up Topsails, Jib, and Cruisey set. Saw two sail to windward from Mast head, at 8 A.M. fresh breezes from N.W. and hazy tacked Ship heading N.N.E.

Friday May 13th 1853.

(Days out 954.)

Fresh breezes from N.W. and pleasant. Ship heading N.N.E. by the wind, at 3 P.M. double reefed the Foretopsail, at 6 P.M. lowered the Boats for two Scragg Whales, Latter part moderate breezes from N.W. by N. Ship heading northeasterly by the wind

No observation.

Saturday May 14th 1853.

(Days out 955.)

Moderate breezes from N.W. by N. and snowy weather. Ship heading northeasterly by the wind at 7 P.M. tacked Ship heading S.W. by W. by the wind, Latter part light winds from W. and hazy Ship heading W.S.W. Employed on odd jobs.

Lat. by obs 52.40 North.

Long by Chro 150.50 East.

Remarks on board Bark Harvest.

Sunday May 15th 1853.

(Days out 956.

John Scott off duty,

Light airs from N. and snowy weather, Ship heading W.N.W. by the wind. Employed in fishing the Head of the Foremast, which was sprung on the first of this Month, in a gale, at 8 A.M. calm at 11 A.M. a light breeze from W.N.W. Ship heading N. saw a Sail to the westward,

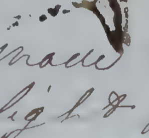
Lat by obs 52.58 North.
Long by Chro 150.09 East.

Monday May 16th 1853.

(Days out 957.

John Scott, on duty again, Sam, China, off duty,

Light breezes from N.W. and pleasant Ship heading N.N.E. by the wind. at 6 P.M. lowered



for Right Whales, gave them a Scareing and came on board, and made all sail again heading N.E. wind light from N.N.W. Latter part light breezes from N.E. and pleasant, Ship heading N.N.W. saw a sail to leeward, Employed in setting up Fore Topmast Back Stays, (rove part new Lanyards) repairing Sails, and hoisting out one of the Pumps which had choked up below,

Lat by obs 53.40 North.
Long by Chro 150.26 East.

Tuesday May 17th 1853.

(Days out 958.

Moderate winds from N.E. by N. and N.N.E. and pleasant, steering northwesterly by the wind Employed in repairing sails, and clearing and setting the Pumps, One sail in sight, Latter nearly calm Employed in breaking out the Fore-Peak for for Shooks, one Sail in Sight,

Lat by obs 54.12 North.
Long by Chro 149.00 East.

Wednesday May 18th 1853.

(Days out 959.

Kanaka Harry on duty,

Calm and pleasant, at 4 P.M. very light airs from S. steering N by E½E. Employed in Stowing off the the Fore Peak again, one sail in sight, Latter part Employed in setting up Shooks and doing up odd Jobs, a Sail in sight

Lat by obs 54.40 North.
Chro by Chro 149.13 East.

Remarks on board Bark Harvest,

Thursday May 19th 1853.

(Days out 960. Very light airs from the westward and pleasant, steering N. by E. 1/2 E. Employed in setting up Shooks, and in various other ways. Loaded Browns Whaleing Gun for the first time, to try it at a Target, and broke the Main Spring in cocking it. one sail in sight a head, Middle part light airs from the north western board. Ship heading about W. by the wind. at 7 A.M. tacked Ship, heading N.E. by N. with a light breeze from the N. and W. a sail in sight to leeward. Saw Ice to the westward,

Lat by obs 54..57 North.

Friday May 20th 1853.

(Days out 961. Light breezes from N.W. and W.N.W. steering from N.N.E. to N. by the wind, with Ice in sight, on the weather Beam, at 7 P.M. Spoke Ship Nimrod, at midnight, wore Ship for Ice, steering S.S.E. at 1 A.M. steered E. at 3 A.M. Steered N. at 7 A.M. Steered S.E. and from that to E. and E.N.E. to clear the Ice, with pleasant breezes from S.W. and hazy weather, one sail in sight. Ice a plenty, but light, and very much broken up Employed in setting up Shooks &c.

No observation.

Saturday May 21st 1853.

(Days out 962. Pleasant breezes from S.S.W. and hazy, steering about N.N.E. picking our way through the Ice, Two Sails in sight. Middle part steered E.N.E. with fresh breezes from S.S.W. and hazy weather, Latter part steered N.E. Spoke Ship Hellespont, of Mystic Manwarring, with nothing this Season, at Noon saw, and lowered for one Bow Head,

No observation.

All Hands on duty
by the Watch;

Honolulu Nov 25th 1853

Received from Geo Bailey
1st Officer Shp R Harriet 52½ lbs
rivets

Henry B. Chase

Δ 7/2

Account of recd Beef and Pork - [illegible]

recd	Beef	Pork
Oct 6-1850	1	1
23	1	1
24	1	1
[illegible] 11	2	2
25	2	1
[illegible] 9	2	1
23	2	1
[illegible] 1-1851	1	1
11	2	1
23	..	1
[illegible] 2	1	1
11	1	1
22	2	2
	B 18	15 P

recd	P	B
March 17	1	1
28	1	2
Apr 9	1	1
17	..	2
24	1	1
30	1	2
May 9	..	2
17	1	2
29	1	2
June 12	1	2
23	1	2
July 4	2	1
14	1	1
	P 12	21 B

recd	B	P
July 21	1	2
Aug 4	1	2
15	1	2
28	1	2
Sept 10	1	2
22	1	2
Oct 4	1	2
16	2	1
25	2	1
[illegible] 7	2	1
17	2	1
21	1	
25	2	1
	18	19

	B	P
March 6	1	3
16	1	2
26	1	2
April 10	1	..
13	..	2
23	1	1
30	2	2
May 14	1	1
21	1	1
28	1	1
June 5	1	1
13	1	1
21	1	1
26	1	1
	14	14

	P	B
July 3	1	—
17	1	1
14	1	1
22	1	1
31	1	1
Aug 7	1	1
13	1	1
22	1	1
31	0	1
Sept 1	1	0
7	1	1
15	1	1
22	1	1
30	1	1
Oct	1	1
14	1	1
25	1	
	P 16	14 B

	B	P
Oct 27	1	
[illegible]	1	1
Nov 12th	1	1
22	1	1

Bread Started
Book Page

Oct 13-1850 1 _ 130 Cask Galls
29 " 1 - 125 July 14 1 " 140 July 15 one Cask
Nov 11 " 1 " 138 Aug 5 1 " 152 199 gallons
Dec 4 " 1 " 133 22 1 " 181 Aug 13 — 170
24 " 1 " 125 Sept 10 1 " 161 Sept 9 — 199
1851 Jany 4 " 1 " 135 27. 1 " 180 Oct 3 — 180
Feb 2 " 1 " 123 Oct 21 1 B " 180 20 — 175
15 " 1 " 130 Nov 16 1 B " 177 Nov 12th B. 189.
Apr 1 " 1 " 132 Dec 17 1 do " 185 Jan 7-1853 ..
24 " 1 " 213 Jan 5th 1852 1 Cask " 207
March 7 " 1 " 160
June 12 " 1 " 170 April 2 - 1 Cask 180.
30 " 1 " 17 May 14 - 1 Cask 180.
June 11 1 Cask 200.

Flower Started
Oct 2 - 1850 5 barrels
Dec 4 4 Nov 11th 4½ bbls
Jan 1851-18 4½
March 8 3½
May 10 3¾
Sept 1 4½
Jan 18 18 3¾
March 23 3¾
May 7 4¼
July 7 4½
Sept 2 — 4

Molasses Started
gal
Oct 1850 - 10 102
Jan 1851 11 85
March 15 90
May 9 87
July 20 80
Oct 11 72
Dec 17 80
Jan 17 91
Mar 31 71
Aug 30 — 81

Table Showing the dates on which Provisions was opened and the quantity opened Since Jan 26th 1853.

1853.	No of Pork.	No of Beef.	No of Bread.	No of Flour.	Molasses.
Jan 26th	1 bbl.	" "	150 galls.		
Feb 4th	" "	" "	" "	1 bbl.	1 bbl.
" 16th	" "	" "	159 galls.	1 bbl.	1 bbl.
" 19th	1 bbl.	2 bbls.	" "		" "
Mar 2d	1 bbls.	2 bbls.		7th 1 bbl.	
" "	12th 1 bbl.	12th 2 bbls.	12th 170 galls.		12th 1 bbl.
" "	25th 1 bbl	25th 2 bbls.	" "	21st 1 bbl.	
Apr	5th 1 bbl	5th 2 bbls.		5th 3/4 bbls.	9th 1/2 bbl.
" "	16th 1 bbls	16th 2 bbls	16th 169 galls	" "	" "
" "	29th 1 bbl.	29th 2 bbls.		" "	29th 80 galls.
May	10th 1 bbl.	10th 2 bbls.	3d 116 galls.		" "
" "	" "	" "	10th 125 galls	10th 4 bbls	" "
	20th 1 bbl.	20th 2 bbls.	19th 207 galls.	" "	" "

[illegible]

211 — 226
202 220
231 131
228 577
1085

D 7/2